To other side of room 4th division

COPY

NASO for info

Op-301Z/mrb
Ser 6624P30
APR 18 1955

SECOND ENDORSEMENT on Op-57 memo of 25 Jan 1955

From: OP-30
To: OP-57

Subj: Report of independent investigation of major aircraft accident involving R7V-1 Bu. No. 128441 on 31 October 1954

(b) (5)

[redacted]

/s/ G. L. CASWELL
Captain, U.S. Navy
Assistant Director, Naval Communications
By direction

Copy to:
OP-55
OP-53

1

COPY

COPY

Op-555D1/dqs
Ser 8P555

14 MAR 1955

MEMORANDUM

FIRST ENDORSEMENT on OP-57 memorandum of 25 Jan 1955

From: Op-55
To: Op-30

Subj: Report of independent investigation of major aircraft accident involving R7V-1 Bu. No. 128441 on 31 October 1954

(b) (5)

[redacted]

Paul H. Ramsey
Rear Admiral, U. S. Navy

Copyto:
Op-53

2

COPY

1

Op-572/mvd
11 March 1955

MEMORANDUM

To: Officer-in-Charge, U. S. Naval Aviation Safety Activity,
Naval Air Station, Norfolk 11, Virginia

Subj: Aircraft Accident; report of

Ref: (a) CNO msg 2821072 Feb 1955

Encl: (1) VR-1 AAR ser 4-54 concerning R7V-1 BUNO 128441 accident occurring 30 Oct 1954

(b) (5) [redacted]

JOHN P. REMBERT, Jr.
Captain, USN

3

UNITED STATES ATLANTIC FLEET
FLEET LOGISTIC AIR WING, ATLANTIC/CONTINENTAL
U. S. Naval Air Station
Patuxent River, Maryland

OO/HRN:da/A25-1
Ser 111

JAN 21 1955

From: Commander, Fleet Logistic Air Wing, Atlantic/Continental
To: Commander Air Force, U.S. Atlantic Fleet

Subj: COMAIRLANT Third Endorsement serial 479 dtd 18 Jan 55 on VR-1 AAR ser 4-54 concerning R7V-1, BuNo 128441 accident occurring 30-31 October 1954; additional information

(b) (5)

[redacted]

/s/ H. R. NIEMAN, JR.

Copy to:
CNO
CINCLANTFLT
CO, VR-1

4

Leonard
10/30/54

COPY
for NASA

COPY

DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON 25, D.C.

IN REPLY REFER TO

Op-574/mvd
Ser 413P57
16 DEC 1954

From: Chief of Naval Operations
To: Chief, Bureau of Aeronautics

Subj: Report of Independent Investigation of Major aircraft accident Involving R7V-1, BuNo. 128441 on 31 October 1954

Encl: (1) Copy of subject report

(b) (5)

[redacted]

JOHN. P. REMBERT, Jr.
By direction

Copy to:
OP-55(w/encl (1))
NAVAVSAFACTY

5

R7V-1
Leonard
31 Oct

COPY

Op-574/mvd
15 Dec 1954

MEMORANDUM

To : OP-53

From : OP-57

Subject: Report of Independent Investigation of Major Aircraft accident Involving R7V-1, BuNo 128441 on 31 October 1954

Encl: (1) Two (2) copies of subject report

(b) (5)

[redacted]

JOHN P. REMBERT, Jr.
Captain, USN

6

R7V-1
Leonard
31 Oct

NASA/04/cjs.

REPORT OF INDEPENDENT INVESTIGATION OF MAJOR AIRCRAFT ACCIDENT INVOLVING R7V-1 BUNO. 128441 AT SEA ON THE GREAT CIRCLE ROUTE BETWEEN SHAD INTERSECTION (LAT 37-40N; LONG 73-00) AND LAJES AIRPORT, THE AZORES ON 31 OCTOBER 1954

7

R7V-1 LEONARD 31 oct 54

NASA/OA/cjs

REPORT OF INDEPENDENT INVESTIGATION OF MAJOR AIRCRAFT ACCIDENT INVOLVING LT John G. LEONARD (b) (6) /1310 USN IN R7V-1 BUNO 128441 AT SEA ON THE GREAT CIRCLE ROUTE BETWEEN SHAD INTERSECTION (LAT 37-40N; LONG 73-00W) AND LAJES AIRPORT, THE AZORES ON 31 OCTOBER 1954

THE ACCIDENT

1. R7V-1 BUNO 128441 assigned to AIR TRANSPORT SQUADRON ONE (VR-1) was reported missing and presumed lost at sea at 0815 EST on 31 October 1954 while on a regularly scheduled flight from NAS Patuxent River, Maryland to Lajes Airport, the Azores. The planned route for the flight was the great circle course between Shad Intersection (LAT 37-40N; LONG 73-00W) and Lajes Airport, the Azores. There were forty-two (42) persons on board the aircraft at the time of the accident and all are missing and presumed lost at sea. There was no damage to private property as a result of this accident. The mission of the flight was regularly-scheduled Fleet Logistic Support.

CONCLUSIONS

(b) (5)

[redacted]

(b) (5)

RECOMMENDATIONS

(b) (5)

HISTORY OF FLIGHT

4. At 2139 EST on 30 October 1954 LT J. G. LEONARD (b) (6) USN took off for Lajes Airport, the Azores in R7V-1 BuNo. 128441 from NAS Patuxent River, Maryland. (b) (5) 2330 EST 30 October 1954, at which time a position report was received from this flight. This report gave the 2303 EST position of the flight as LAT 38-06N; LONG 69-12W. No further reports were received from this flight. At 0815 EST 31 October 1954, New York Oceanic Area Control declared this flight in distress and Search and Rescue procedures were initiated.

(b) (5)

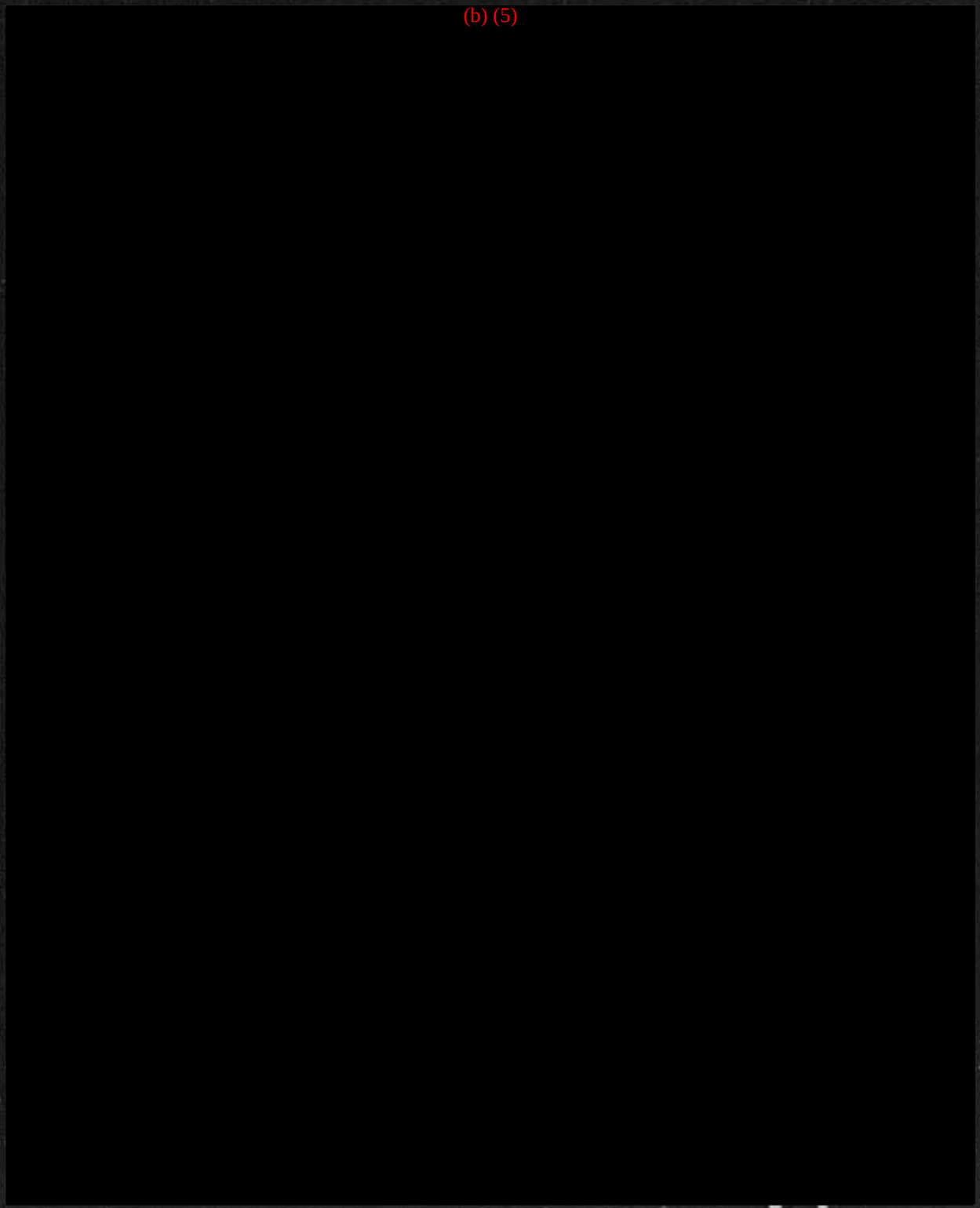
[redacted]

INVESTIGATION AND ANALYSIS

(b) (5)

[redacted]

(b) (5)



NASA/04/cja

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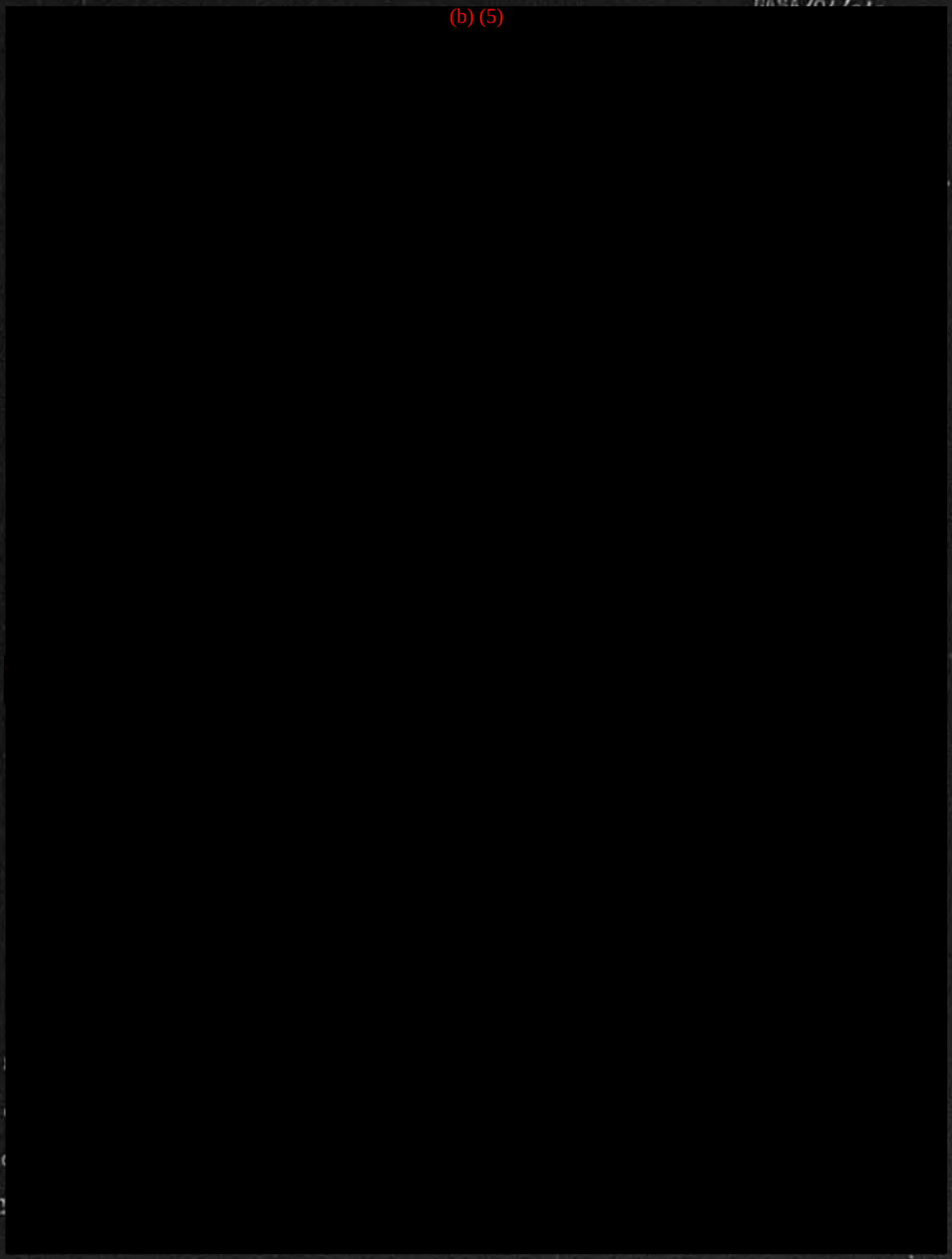
(b) (5)



NASA/04/cja

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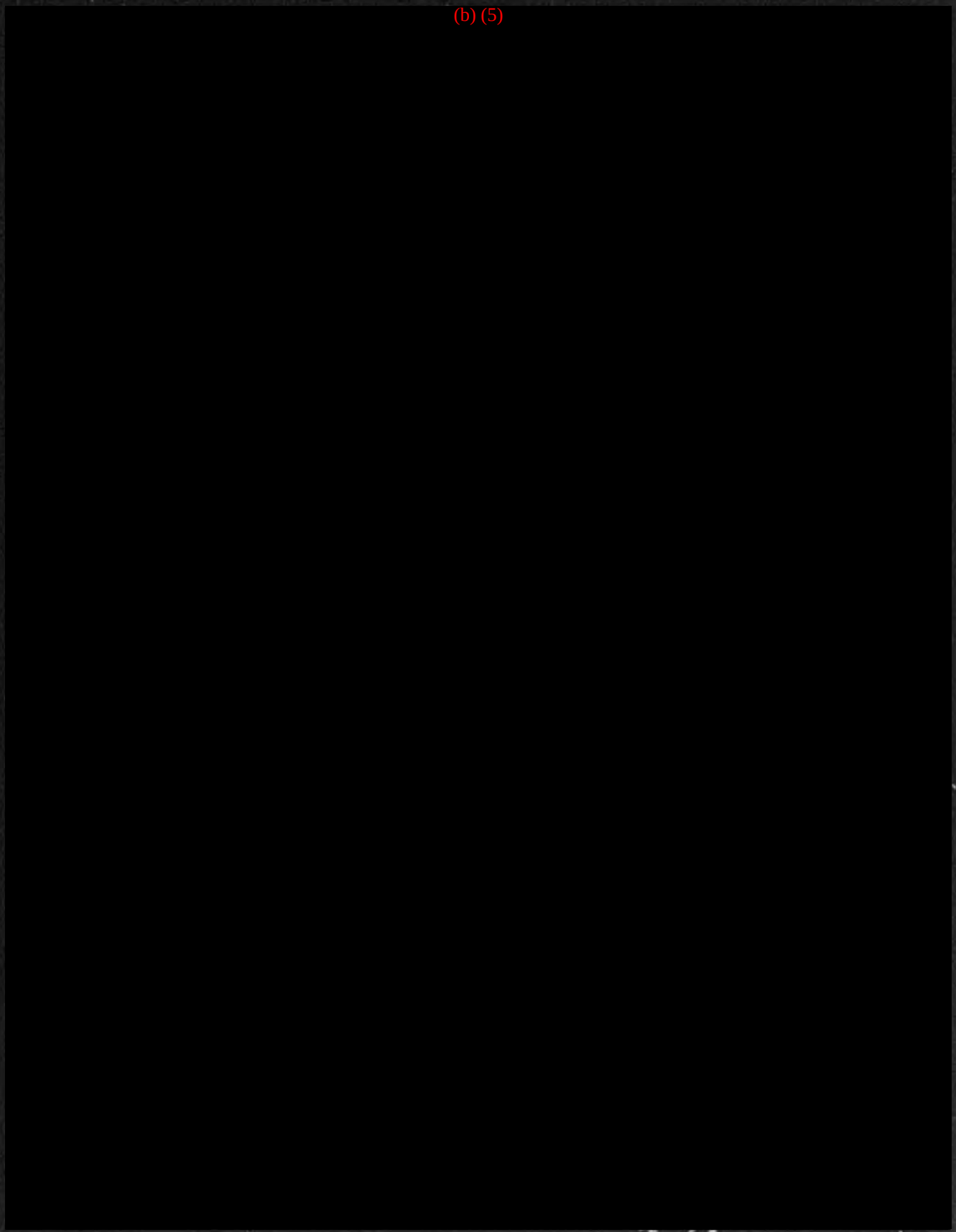
[redacted]

RKSA/04/cjs

(b) (5)

[redacted]

(b) (5)



NASA/OA/cjs

(b) (5)

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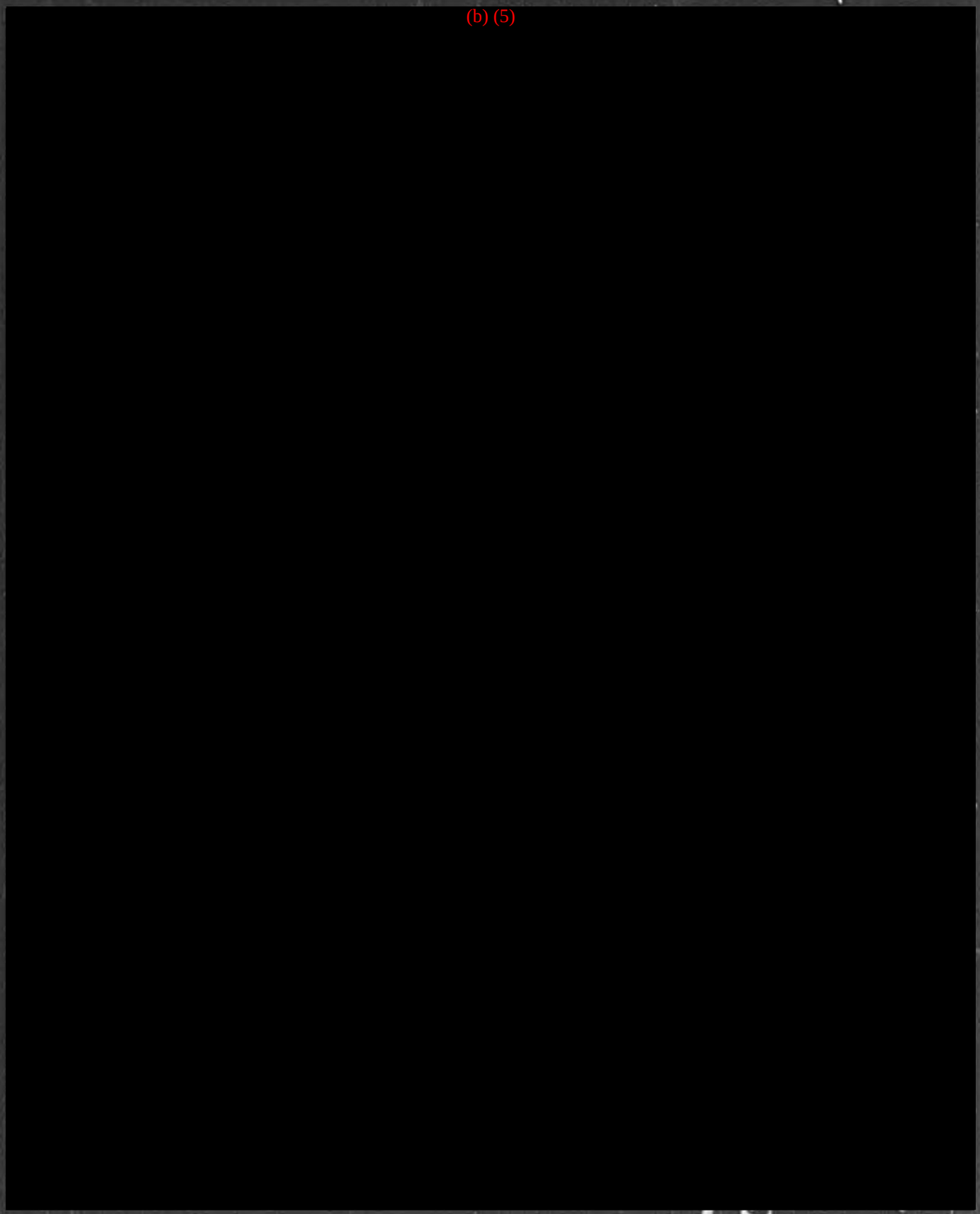
(b) (5)



H.Sh/04/cjs

(b) (5)

[redacted]

NA3A/04/cjs

(b) (5)

[redacted]

L-20

(b) (5)

[redacted]

FF1-2/A4-3
5527 /33
14 FEB 1955

RECEIVED
NAVY DEPARTMENT
OPNAV CENTRAL MAIL ROOM
16 FEB 1955

FOURTH ENDORSEMENT on VR-1 AAR ser 4-54 concerning R7V-1 BUNO 128441 accident occurring 30 Oct 1954

From: Commander in Chief U.S. Atlantic Fleet
To: Chief of Naval Operations

Subj: Aircraft Accident; report of

Ref: (b) COMFLOGWINGLANT/CONTL 270143Z JAN 1955

Reg. No. _____
Copy No. _____

1. Forwarded.

(b) (5)

[redacted]

S. H. INGERSOLL
Chief of Staff

Copy to:
CO VR-1
COMAIRLANT
COMFLOGWINGLANT/CONTL

22

6022

HEADQUARTERS
COMMANDER AIR FORCE, U. S. ATLANTIC FLEET
U. S. NAVAL AIR STATION
NORFOLK 11, VIRGINIA

REFER TO
FF4-2/A9-8/3
SERIAL
701/ 4.3
18 JAN 1955

THIRD ENDORSEMENT on VR-1 AAR ser 4-54 concerning R7V-1, BuNo. 126441 accident occurring 30-31 October 1954

From: Commander Air Force, U. S. Atlantic Fleet
To: Chief of Naval Operations (OP-53)
Via: Commander in Chief, U. S. Atlantic Fleet

Subj: Aircraft Accident; report of

1. Forwarded.

(b) (5)

[redacted]

4 4 23

HEADQUARTERS
COMMANDER AIR FORCE, U. S. ATLANTIC FLEET
U. S. NAVAL AIR STATION
NORFOLK 11, VIRGINIA

REFER TO
FF4-2/A9--3/3
SERIAL
701/

(b) (5)

[redacted]

E. W. McMAHON

Copy to:
COMFLOGWINGSLANT/CONTL
CO, VR-1

24

1

A25

1. 5

FF12/FLogWingLant/Contl
04:HRN:hk/A9-8/3
Serial: [illegible]

30 DEC 1954

SECOND ENDORSEMENT on VR-1 AAR ser 4-54 concerning R7V-1, BuNo. 128441 accident occurring 30-31 October 1954

From: Commander, Fleet Logistic Air Wing, Atlantic/Continental
To: Chief of Naval Operations (Op-53)
Via: (1) Commander Air Force, U.S. Atlantic Fleet
(2) Commander in Chief, U.S. Atlantic Fleet

Subj: Aircraft Accident; report of

Ref: (a) Record of Proceedings of a Board of Investigation convened to investigate the crash of R7V-1, BuNo. 128440 and ComFLogWingLant/Contl 2nd end. thereto dated 30 Sep 1953

(b) (5)

[redacted]

FF12/FLogWingLant/Cont1
04:HRN:hk/A9-8/3
Serial:

(b) (5)

[redacted]

H. R. Nieman, Jr.

Copy to:
CO, VR-1

FF12/VR-1/CFG:1:rlh

[redacted]:

4 DEC

FIRST ENDORSEMENT on VR-1 ltr ser 4-54 concerning R7V-1, 128441, accident occurring 30/31 Oct 1954.

From: Commanding Officer, Air Transport Squadron One
To: Chief of Naval Operations (Op-53)
Via: (1) Commander, Fleet Logistic Air Wing, Atlantic/Continental
(2) Commander Air Force, U.S. Atlantic Fleet
(3) Commander in Chief, U.S. Atlantic Fleet

Subj: Aircraft accident; report of

(b) (5)

[redacted]

27

12/VM-1/CFG:1:rlm
425/2

(b) (5)

[redacted]

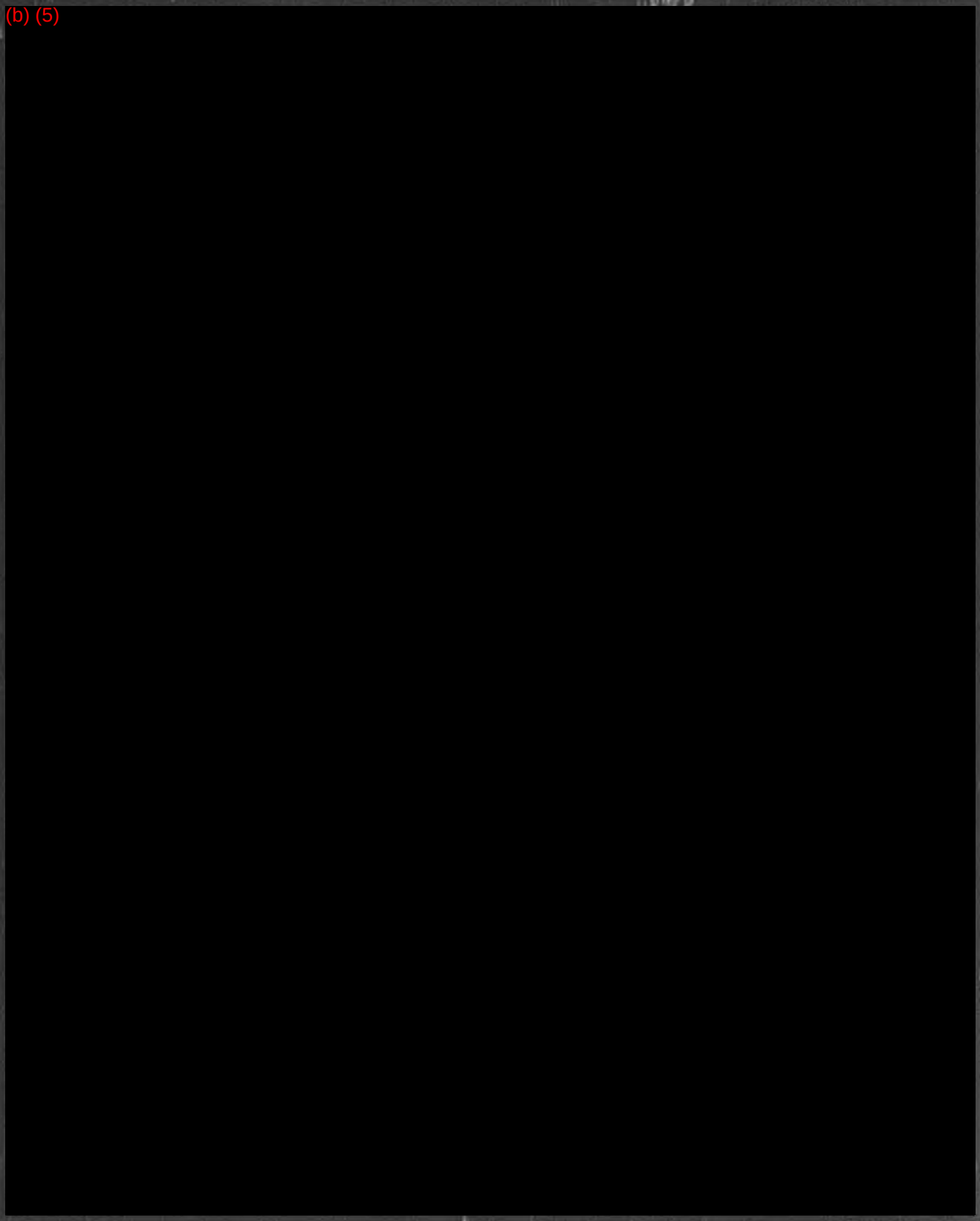
2

28

(b) (5)

[redacted]

(b) (5)



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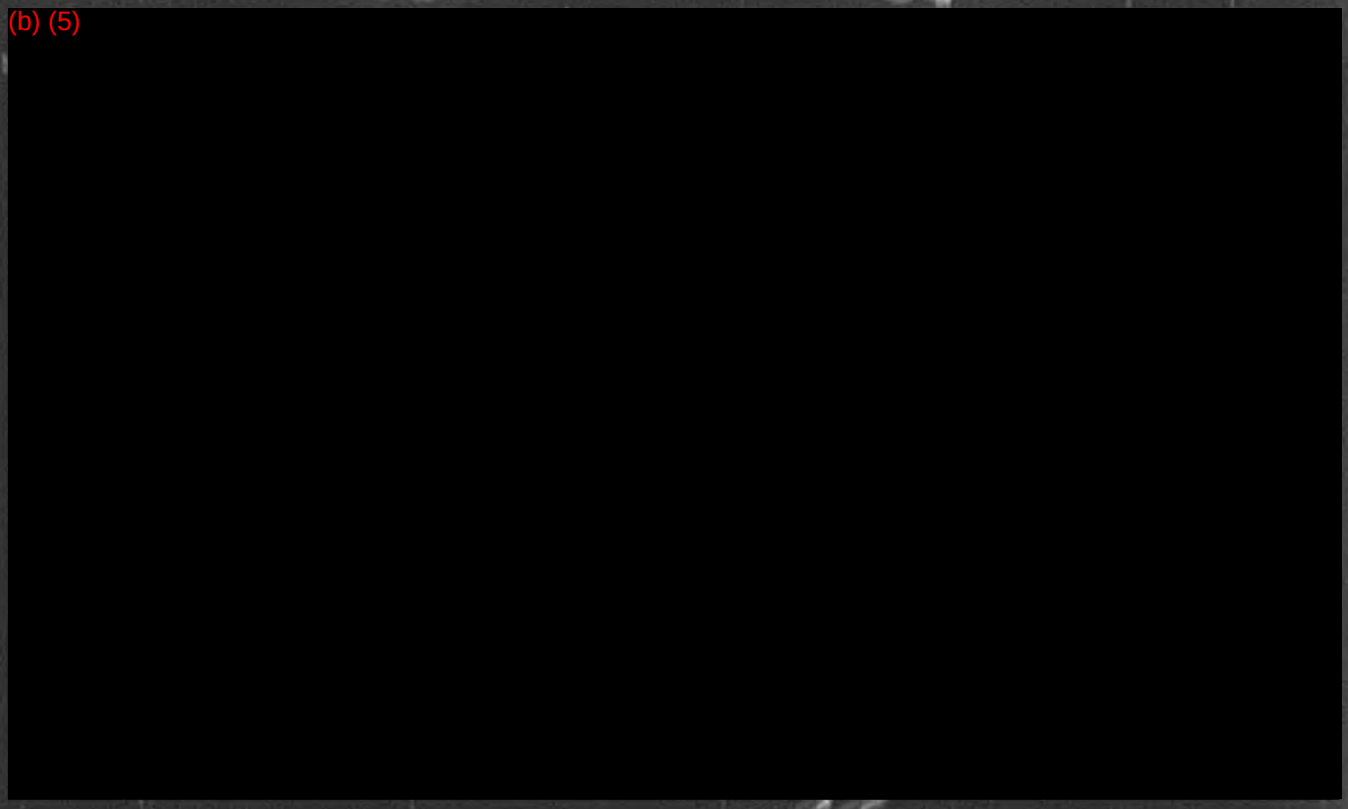


31

ORIGINAL

AIRCRAFT ACCIDENT REPORT

THE AIRCRAFT ACCIDENT BOARD SHALL SUBMIT THIS REPORT TO THE C.O. OF THE ACTIVITY CONDUCTING THE INVESTIGATION. IT SHALL THEN BE FORWARDED BY THE C.O. IN ACCORDANCE WITH CURRENT AAR INSTRUCTIONS.

1. DATE OF ACCIDENT: 30 Oct 1954 HOUR: 2330 EST
2. ACTIVITY SUBMITTING REPORT: Air Transport Squadron One
3. AAR SERIAL NO.: 4-54
4. MODEL A/C: R7V-1 BUNO: 128441 CHECK DAMAGE TO A/C: [X] A [ ] B [ ] C [ ] D [ ] E
5. REPORTING CUSTODIAN OF A/C: Air Transport Squadron One
6. NAME OF UNIT OPERATING THE A/C: Air Transport Squadron One, NAS Patuxent River, Md.
OPERATIONAL CHAIN OF COMMAND: ComFlogWingLant/Contl ComAirLant
7. LOCATION OF ACCIDENT: Last Reported Position 38-06N 69-12W at 30/2330 EST
8. UNIT TO WHICH OPERATOR ATTACHED: Air Transport Squadron One

9. PERSONNEL INVOLVED

A FULL NAME, RANK, SERVICE, FILE NO.	B AGE	C BILLET	D POSITION	E INJURY
See Page 2 for Crew Information.				
See Page 3 for Passenger Information.				

All items left blank below are unknown.

10. PILOT EXPERIENCE	TOTAL ALL MODELS	TOTAL THIS MODEL	LAST 12 MONTHS ALL MODELS	LAST 3 MONTHS ALL MODELS	LAST 3 MONTHS THIS MODEL
TOTAL HOURS	5107.3	711.5	682.2	200.5	200.5
INSTRUMENT HOURS			133.2	23.1	23.1
NIGHT HOURS			183.4	19.9	19.9
CV LANDINGS DAY/NITE					

INSTRUMENT CARD: Special/No
PILOT'S AGE: 32
DATE DESIGNATED: 10-24-44

11. COST OF: $2,800,000 [ ] INCIDENT TO FLIGHT [ ] NOT INCIDENT TO FLIGHT
12. PURPOSE OF FLIGHT: Scheduled Fleet Logistic Air Transport CODE: 3R1
13. ESTIMATED: 2/00
14. TYPE OF ACCIDENT: Undetermined CODE: Y
15. MANEUVER INVOLVED: Flight Enroute to Lajes
16. WEATHER: Intermittent [ ] VFR [X] IFR CEILING: VISIBILITY:
17. DARKNESS: [X] YES [ ] NO
18. CLEARANCE ISSUED: IFR
19. WIND DIRECTION, FORCE:
20. ATTITUDE ON IMPACT: ANGLE OF IMPACT: STOPPING DISTANCE: SPEED ON IMPACT:
21. DID FIRE FOLLOW IMPACT? [ ] YES [ ] NO

22. AIRCRAFT AND ENGINE DATA (Fill in all data in every case of material failure or malfunction, actual or suspected)

HISTORY	SERVICE TOUR / MODEL	MONTHS IN THIS TOUR / SERIAL NO. OF ENGINE	TOTAL NUMBER OF OVERHAULS	FLT HOURS SINCE OVERHAUL	FLT HOURS SINCE ACCEPTANCE	TYPE OF CHECK LAST PERFORMED	FLT HOURS SINCE CHECK	NO. DAYS SINCE CHECK
AIRCRAFT	2nd	504.4	1	504.4	1362.4	Post Flt.	2.0	2
ENGINE 1	R-3350-34	W580113	0	0	516.3	Post Flt.	2.0	2
ENGINE 2	R-3350-34	W580110	0	0	518.2	Post Flt.	2.0	2
ENGINE 3	R-3350-34	W580111	0	0	512.2	Post Flt.	2.0	2
ENGINE 4	R-3350-34	W580112	0	0	512.9	Post Flt.	2.0	2

HAS THIS A/C BEEN DAMAGED IN PREVIOUS ACCIDENT(S) DURING PRESENT SERVICE TOUR? [ ] YES [X] NO
IF "YES", GIVE DATE(S) OF PREVIOUS ACCIDENT(S): AAR SERIAL NUMBER IN WHICH:

23. CONTRIBUTORY FACTORS (Check or fill in only one primary "P" factor, all others secondary "S")

P [ ] S [ ] PILOT (OR CREW) ERROR
P [ ] S [ ] ERROR OF OTHER PERSONNEL
P [ ] S [ ] MATERIAL FAILURE OR MALFUNCTION
P [ ] S [ ] 32

24. OTHER CONDITIONS INVOLVED IN THIS ACCIDENT (Check if any)
[ ] JETWASH, SLIPSTREAM, TURBULENCE [ ] PITCHING OR ROLLING DECK [ ] COMMUNICATION DIFFICULTY [ ] AIRPORT HAZARD [ ] ROUGH SEAS [ ] TERRAIN CONDITIONS

25. EMERGENCY CONDITIONS
[ ] IMMEDIATE FORCED LANDING [ ] PRECAUTIONARY LANDING [ ] ENGINE FAILURE [ ] FUEL EXHAUSTION OR NEAR EXHAUSTION

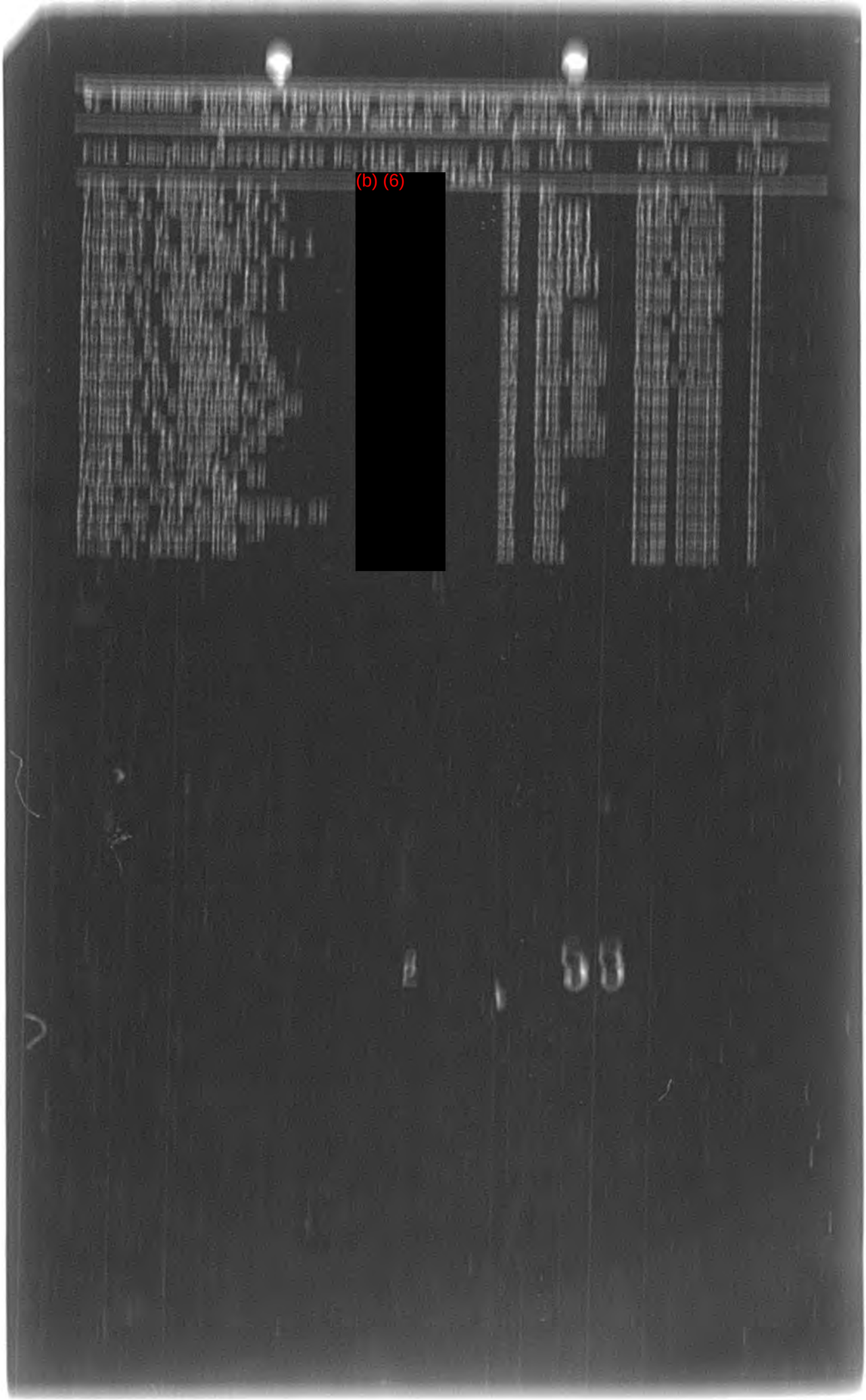
26. PERSONNEL SAFETY EQUIPMENT USED
[ ] PARACHUTE [ ] EJECTION SEAT [ ] SHOULDER HARNESS [ ] SAFETY BELT [ ] EXPOSURE SUIT [ ] G-SUIT [ ] PROTECTIVE HELMET [ ] OXYGEN EQUIP. [ ] LIST OTHERS

27. ENCLOSURES AND DISTRIBUTION CHECK OFF LIST.

CHECK	ENCLOSURES	CHECK	NO.	DISTRIBUTION BY COMMANDING OFF.
	STATEMENTS: PILOT	X	ORIG.	CNO (OP-03) VIA COM. OF COMD.
	STATEMENTS: LSO	X	2cc	NAVAVSAFACT DIRECT
	STATEMENTS: ENG. OFF.	X	2cc	BUAER DIRECT
	STATEMENTS: CAT. OFF.			CHECK AND LIST OTHERS AS REQUIRED
	STATEMENTS: WITNESSES	X	1cc	COMFLOGWINGLANT/CONTL
X	STATEMENTS: OTHERS	X	1cc	COMAIRLANT
X	PHOTOGRAPHS	X	1cc	BAR Burbank
X	DRAWINGS	X	1cc	CINCLANTFLT
X	WEATHER REPORT	X	1cc	BUMED
X	LOADING MANIFEST	X	1cc	BAR Dallas
	Total of 31 enclosures.			

[redacted]

ORIGINAL


(b) (6)

9. PERSONNEL INVOLVED (Including name and injury code of those injured, not occupants of ../C)

A Full Name, Rank, Service, File No. (List person in control first)	D Age	C Billet	D Position	E Injury
(b) (6)	11	Passenger	Pass Cabin	N
	6	"	"	"
	3	"	"	"
		"	"	"
	2	"	"	"
	2	"	"	"
Gilbert (n) J.COMSEN, LT		"	"	"
Cornelius T. COLLINS, Jr., ENS		"	"	"
Billy J. M.YNE, SA		"	"	"
(b) (6)		"	"	"
		"	"	"
		"	"	"
Leonard R. H.WKER, SN		"	"	"
John E. GREGG, RM1		"	"	"
Valentino (n) MISC.RELLI, DT3		"	"	"
Francis E. B.KER, DTC		"	"	"
(b) (6)		"	"	"
Robert L. RIDLE, ..DC/..P		"	"	"
Joseph U. HEROLD, M.J/US.F		"	"	"
Edward H. ADRI.N, M.J/US.F		"	"	"

(b) (6)

34

3

29. The Accident. Plane Commander LT John O. LEONARD, after checking the weather, filing a form DD-175, filing a weight and balance, and receiving an ATC Clearance; departed Naval Air Station, Patuxent River, Maryland at 2139 EST, 30 October 1954, in R7V-1 BuNo 128441. The mission was a Fleet Logistic Air Wing Atlantic/Continental Planned Flight 124/30 to Naples, Italy via Lajes, Azores and NAF Port Lyautey, French Morrocco. LT LEONARD was cleared at 17,000 feet on an IFR flight plan to Lajes, Azores via Salisbury, Shad Intersection, and Great Circle Route. Navy 8441 was tracked from Salisbury to Shad by Air Defense Radar. Communication was established with the Air Defense Network on UHF. At 2340 EST, Navy 8441 made a position report on HF to Aero Nautical Radio Inc., Valley Stream, Long Island. This report, which was relayed to New York (CAC), gave the aircraft's position as 38-06N and 69-12W at 0430Z. [redacted] (b) (5) [redacted] No further transmissions were heard from Navy 8441. An intensive search has revealed no wreckage.

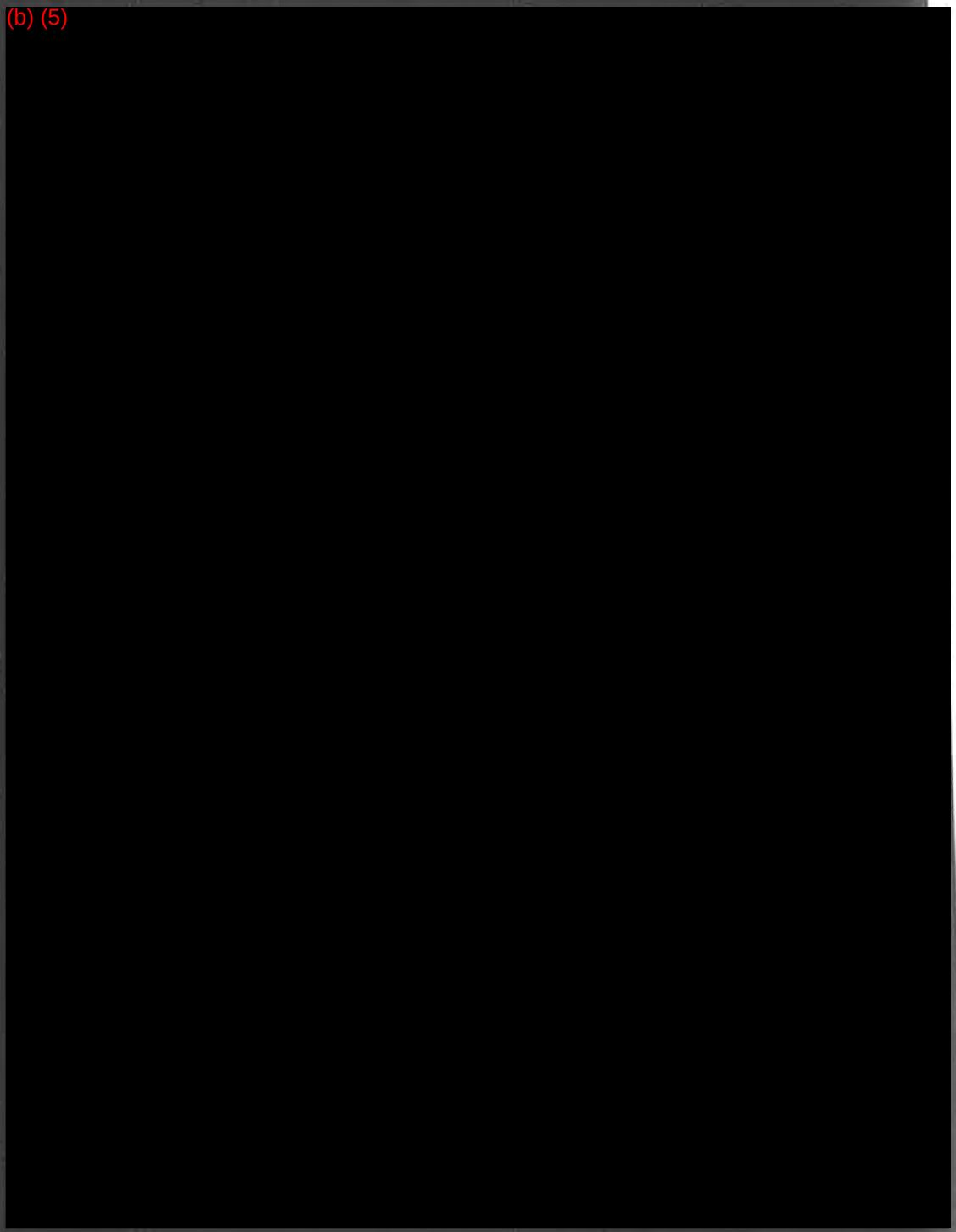
30. Damage to Aircraft. Assumed to be strike damage.

31. The Investigation. An investigation was conducted by this Board with the following results:

(b) (5)

[redacted]

(b) (5)



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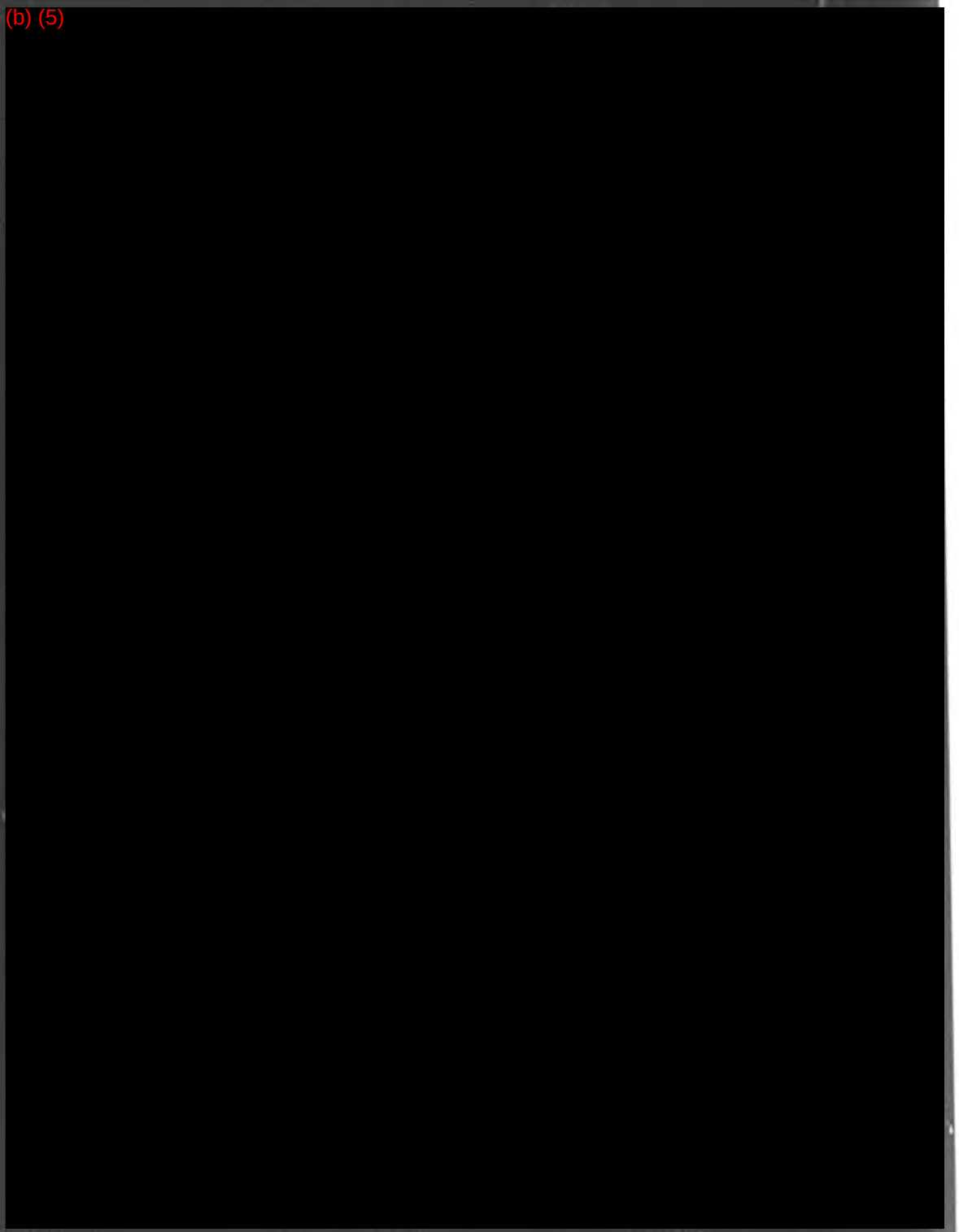

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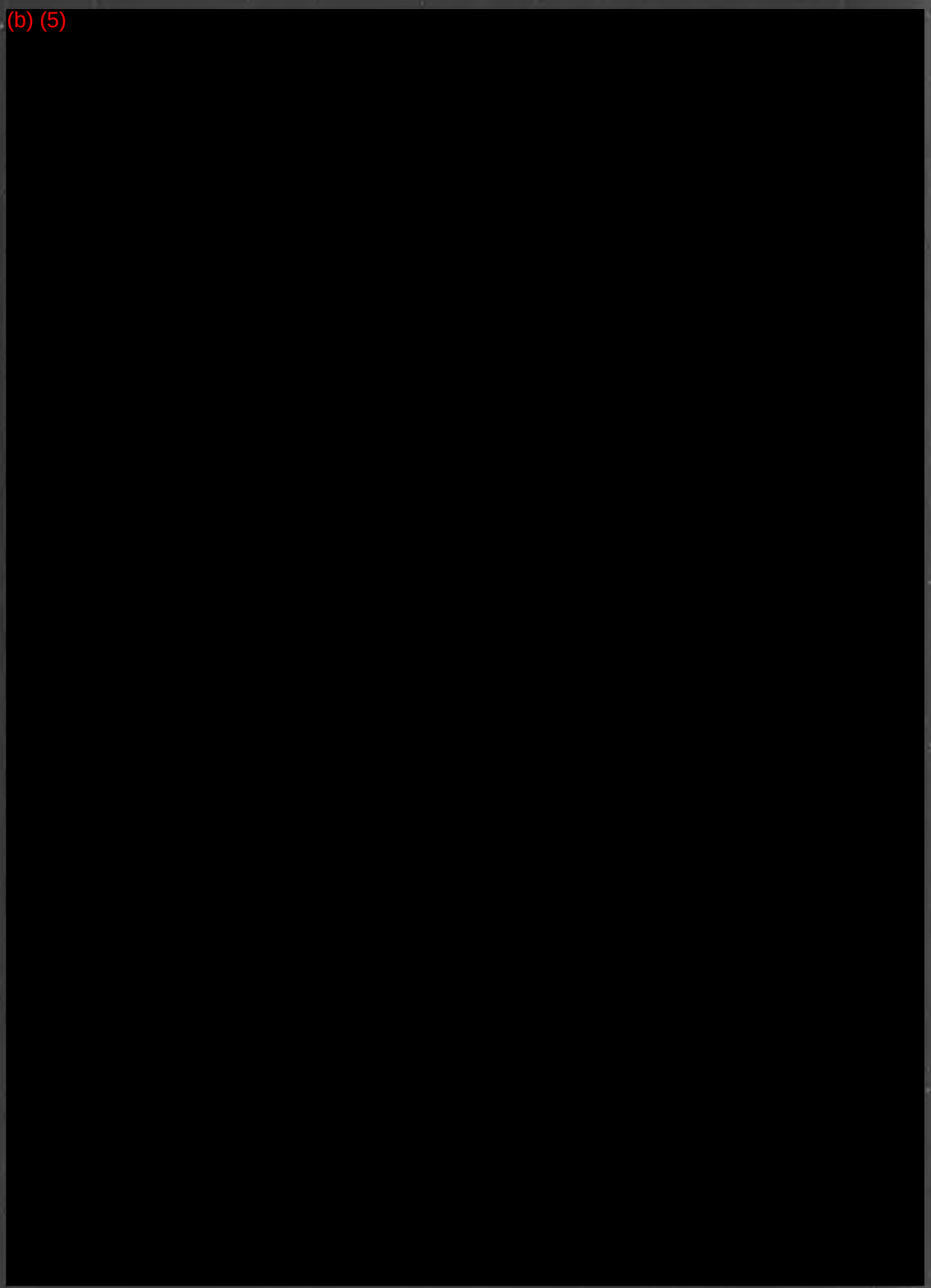


(b) (5)

[redacted]

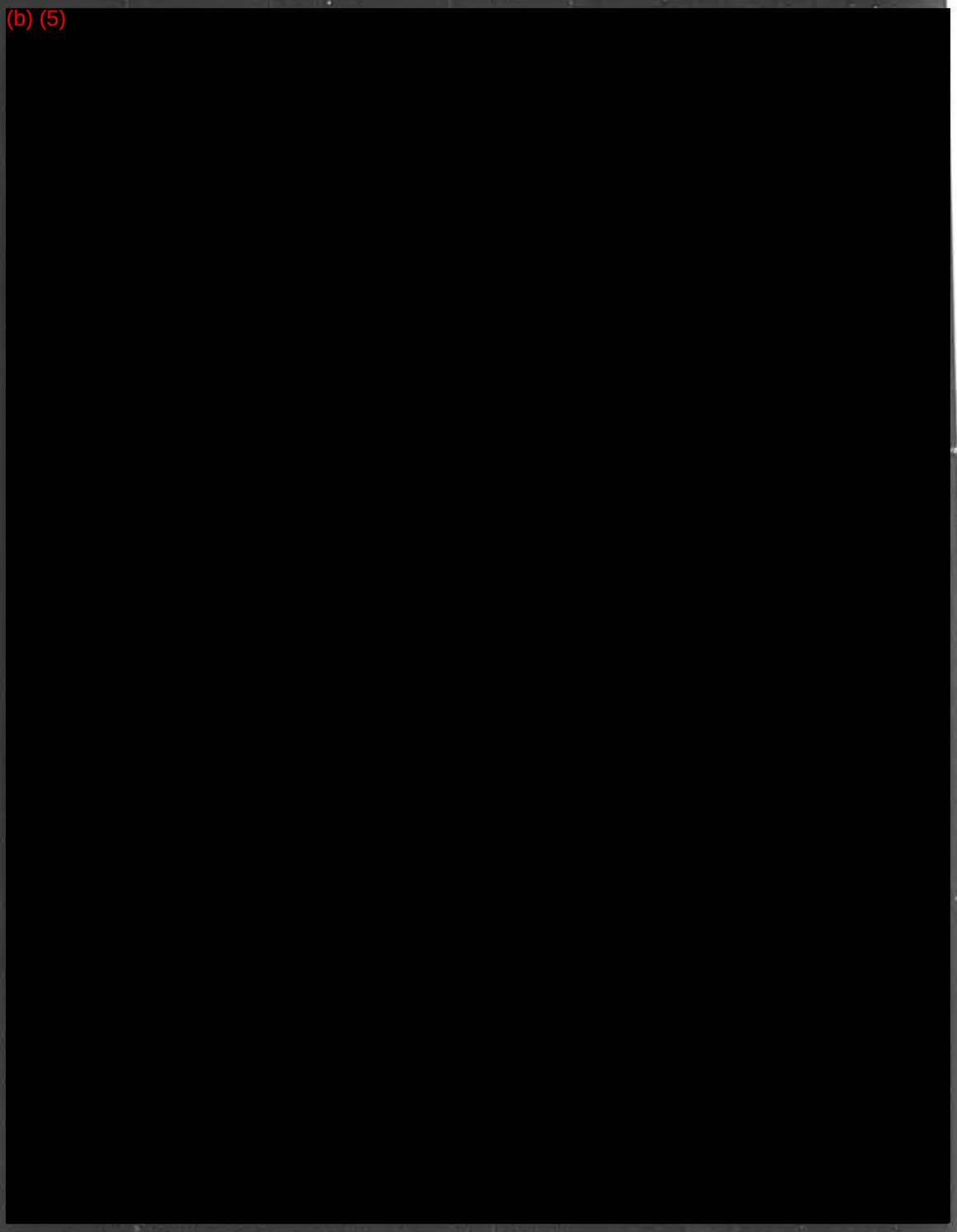
32. Analysis.

(b) (5)

[redacted]

39

(b) (5)



(b) (5)

[redacted]

(b) (5)

[redacted]

33. Conclusions and Recommendations.

(b) (5)

[redacted]

42

(b) (5)

[redacted]

12

43

The Medical Officer's Reports were withheld entirely under exemptions (b)(5) and/or (b)6) of the FOIA.

INDEX TO ENCLOSURES

NUMBER	TITLE	NO. PAGES
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2	Weight and Balance	1
3	Statement by Chief Flight Inspector	2
4	Pilot History of LT LEONARD	1
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6	Pilot History of LT MOSTIK	1
7	Pilot History of LT KLEMETTI	1
8	Experience of Frank NEIDL, ADC	1
9	Experience of Eugene HUNTLEY, ADC	1
10	Pilot History of LT SPRIGG	1
11	Pilot History of LCDR COLE	1
12	Experience of Robert THOMAS, AD1	1
13	Experience of Robert STEPHENSON, ADC	1
14	Ditching and Survival Qualifications	1
15	Cargo Manifest	2
16	Description of Aircraft	5
17	History of Last Two Months Discrepancies on R7V-1 BuNo 128441	4
18	Aircraft Release Sheet	1
19	Aircraft Fuel and Oil Sheet	1
20	Aircraft Airframe Log	89
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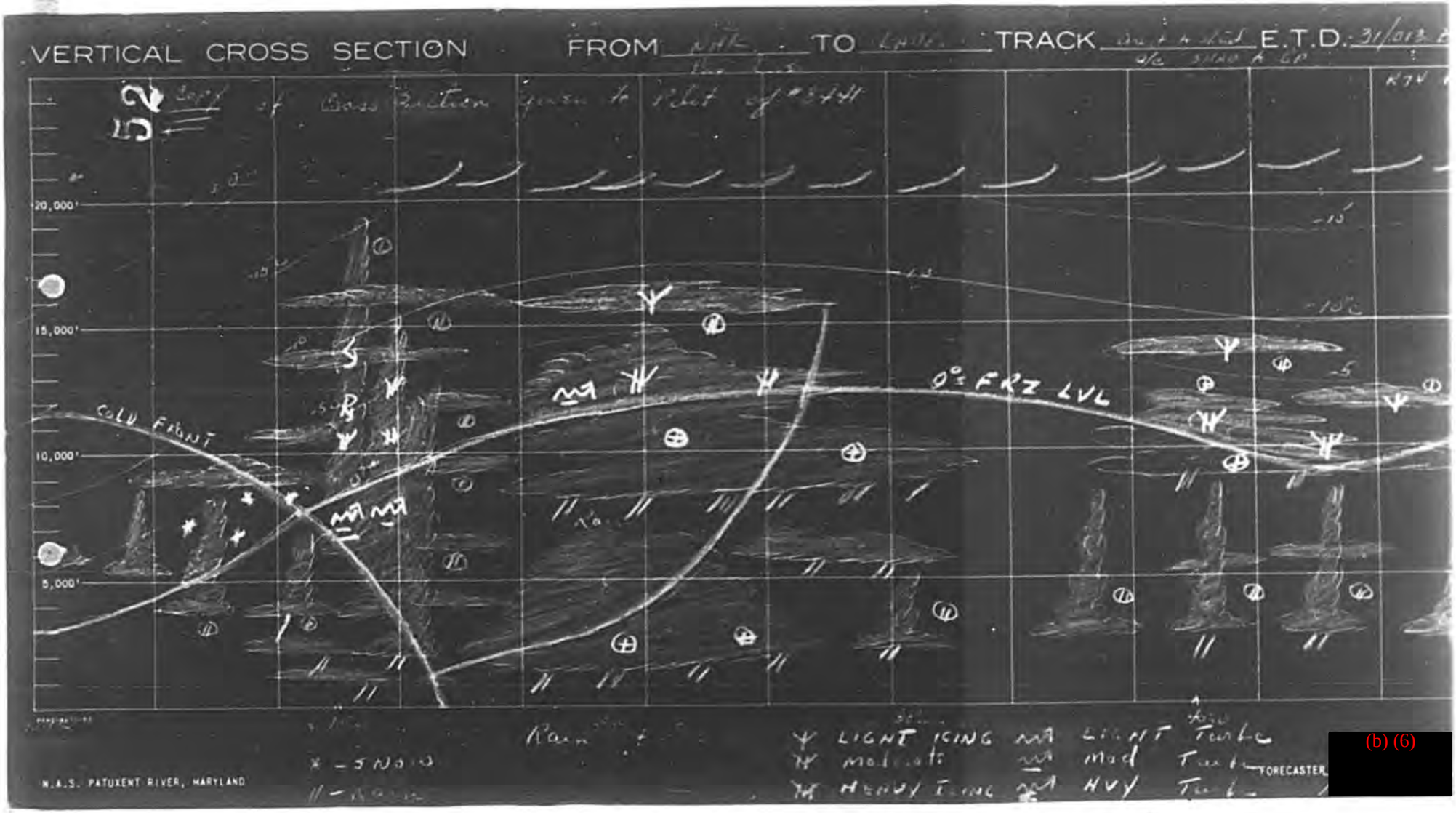
25	Aero Equipment and Survival Gear Aboard R7V-1 BuNo 128441	1
26	Final Report Accelerated Service Trials Conducted on R7V-1 BuNo 128441	31
27	Weather Synopsis 31/0230Z to 31/0730Z	1
28	Weather Surface Map and Aircraft Route	1
29	Hydraulic Fluid MIL-O-5606, Inflammability of	1
30	N.S Patuxent Tower Transcript	1
31	Statement of [redacted] (b) (6) ADC, concerning release of 8441	1


VERTICAL CROSS SECTION
FROM
TO
TRACK
E.T.D.
52
20,000'
15,000'
10,000'
5,000'
COLD FRONT
0° FRZ LVL
LIGHT ICING
LIGHT Turb
MOD ICING
MOD Turb
HEAVY ICING
HVY Turb
N.A.S. PATUXENT RIVER, MARYLAND
FORECASTER

P.C. LEONARD EDEN	RAD MEYERS - PILCHER
C.P. MOSTIKA - KLEWITT	ORD CARRIANO - STACEY
NAV SPRICE - [illegible]	EXTRA MCINTABENTZ - HUFF
F.E. MEIDL - THOMAS	F.M. DUBIO - ROBERTS
NAV - ROBERTS - COLE	F.E. HUNTLEY - STEINBACK

A.C.L. COMPUTATION

ALLOWABLE GROSS WT. LESS GAS		105 000
BASIC WT.	71 541	
OIL GALS.	1500	
CREW 21	4200	
EVANS GEAR	Nil	
SEATS 52	1716	
LITTERS 4	68	
MISC.	Nil	
OPER. WT. LESS GAS (-)		79025
COMPUTED A.C.L.		25975
FUEL OVER 28000 (-)		7844
ADJUSTED A.C.L.		18131
LESS THRU LOAD (-)		Nil
LOAD ALLOWABLE THIS STA.		18131

FLIGHT 12 H BUNO 128441 DATE 10-30-54
FROM PAX TO LAJES

LOAD COMPUTATION

LOAD	THRU NO.	THRU WEIGHT	LOCAL NO.	LOCAL WEIGHT	TOTAL NO.	TOTAL WEIGHT
PASS.		Nil	21	3360	21	3360
BAGS		Nil		1065		1065
CARGO		Nil		6095		6095
MAIL		Nil	103	2745	103	2745
TOTAL		Nil		13265		13265
OPER. WT. LESS GAS						79025
ZERO FUEL CONDITION						92290

STA	NO.	CREW	MISC.	NO.	SEATS LITTERS	NO	PASS.	BAGS	CARGO	MAIL	CUMULATIVE WEIGHT	STA	INDEX
BASIC WT.											71541		90.8
OIL											1500		89.0
A		-										A	
B	4	800									800	B	81.6
C												C	
D	1	200									200	D	80.1
E	2	400	64	2	66						534	E	[illegible]
F	4	800		4	132						932	F	[illegible]
G	4	800		4	132				1372		2304	G	[illegible]
H	4	800		4	132				2442		3374	H	[illegible]
I				4	132				2281		2413	I	[illegible]
J				4	132	1	160				292	J	[illegible]
K				10	132	1	960				1290	K	[illegible]
L				10	132	6	960				1290	L	[illegible]
M	2	400		10	132	4	1280				2010	M	[illegible]
N												N	
Q												Q	
R								1065			1065	R	[illegible]
S									[illegible]	1989	1949	S	[illegible]
T									[illegible]	756	756	T	[illegible]
TOTAL	21	4200	64	52	1716	21	3360	1665	60[illegible]	2745	92290		

CORRECTIONS		
STA	WEIGHT	INDEX

X	ZERO FUEL CONDITION	20.8	%MAC	92290	75.6
R	FWD. CENTER WING		GALS.		
A	AFT. CENTER WING		GALS.		
D	OUTER WING		GALS.		
X	R5D FUSELAGE FUEL		GALS.		
X	WING FUEL	6320	GALS.	35844	95.2
X	GROSS TAKE-OFF COND.	24.2	%MAC.	128134	95.2

COMPUTED BY: [redacted] (b) (6)
APPROVED BY:
ACCEPTED BY:

%MAC CORRECTED

	ZERO FUEL COND.
X	TOTAL FUEL
	GROSS TAKE-OFF COND.

[redacted] (b) (6)

ENCLOSURE (2)

AIR TRANSPORT SQUADRON ONE
U.S. NAVAL AIR STATION
PATUXENT RIVER, MARYLAND

PMA/rjk
2 November 1954

AAR Board document in the aircraft accident involving R7V-1 Bureau Number 128441 piloted by LT John G. LEONARD, (b) (6) USN, which occurred on on about 31 October 1954.

The following is a statement by LCDR (b) (6) Chief Flight Inspector, Air Transport Squadron One, concerning the proficiency of LT LEONARD and LT [redacted] as R7V Plane Commanders.

(b) (5), (b) (6)

[redacted]

Enclosure (3)

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PWa/rjk
2 November 1954

(b) (5)

[redacted]

(b) (6)

[redacted]

Certified to be a true copy.

(b) (6)

[redacted]

Enclosure (3)

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AIR TRANSPORT SQUADRON ONE
U.S. NAVAL AIR STATION
PATUXENT RIVER, MARYLAND

FGC/rjk

AAIB Board document in the aircraft accident involving R7V-1 Bureau Number 126441 piloted by LT John G. LEONARD, (b) (6) USN, which occurred on or about 31 October 1954

LT JOHN G. LEONARD

LT John G. LEONARD was born November 20, 1922 in Philadelphia, Pennsylvania.

He was designated a Naval Aviator October 24, 1944.

From November 1944 to January 1945, LT LEONARD attended the Instrument Flight Instructor School NH-1, at NAS Atlanta, Ga. From January 1945 to January 1946 he was a basic and instrument instructor in squadron VN 300 SNJ aircraft at NAS Whiting Field, Florida. From September 1946 to June 1947 he attended a five term program at Villanova College.

From July 1947 to December 1947 he attended refresher training course at ATU-10 NAS Jacksonville, Fla. in PBM type aircraft. From March 1948 to June 1950 he was a Patrol Plane Commander, with the administrative duties as material officer. From August 1950 to August 1952 he was an instructor in PBM type aircraft at NAS Corpus Christi, Texas.

LT John G. LEONARD reported to Transport Squadron One in September 1952 and served as a Plane Commander in R5D and R7V aircraft with administrative duties as Assistant Ground Training Officer. He completed the Acceptance Transfer and Training Unit Transport School at Corpus Christi, Texas on 25 June 1953. He had a total flight time of 5107.3 hours and a total flight time of 711.5 hours in the R7V aircraft. In the last twelve months he had flown 602.2 hours total, 133.2 hours instrument, and 133.2 hours night. In the last three months he had he had flown 200.5 hours total, 23.1 hours instrument, 19.9 hours night. He had a valid instrument rating in the R7V dated May 26, 1954. He was given a line proficiency check in October 1954. He was graded (b) (5) on all these checks. (b) (5) T John G. Leonard was considered (b) (5)

Enclosure (4)

..R TR..SPORT SQU..DRON ONE
U.S. N.V..L ..IR ST..TION
P..TUXENT RIVER, M..RYL..ND

FGC/rjk

..R Board document in the aircraft accident involving R7V-1 Bureau Number 128441 piloted by LT John G. LEONARD, (b) (6) USN, which occurred on or about 31 October 1954.

LT HERBERT W. EDEN

LT EDEN was born (b) (6) He was designated a (LT..) pilot in March 1944, and (MT..) in October 1946. From ..pril 1943 to July 1943 he attended the Pre-Flight School at Ottumwa, Iowa. From ..ugust 1943 to November 1943 he attended (LT..) training at the Naval ..ir Station, Moffett Field, California. From December 1943 to February 1944 he attended (LT..) training at Naval ..ir Station, Lakehurst, New Jersey. From December 1944 to July 1945 he served as a (LT..) pilot in the ..tlantic and Pacific areas. From ..ugust 1945 to ..pril 1947 he went through (MT..) training at the Naval ..ir Station, Dallas, Corpus Christi, Texas, and Pensacola, Florida. From May 1947 to December 1947 he served in Transport Squadron Eleven in the Pacific. LT H.W. EDEN reported to Transport Squadron One in June 1952. He held the designation of Plane Commander in the R5D and R7V aircraft. He completed the ..cceptance Transfer and Training Unit Transport School at Corpus Christi, Texas on 20 November 1952. He had a total flight time of 4505.5 hours and a total flight time of 671.6 hours in the R7V aircraft. In the last 12 months he had flown 719.0 hours total, 141.4 hours instrument, and 160.7 hours night. In the last 3 months he had flown 204.0 hours, 56.5 hours instrument, and 25.3 hours night. He had a valid instrument rating dated June 23, 1954. LT H.W. EDEN (b) (5)

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Enclosure (5)

AIR TRANSPORT SQUADRON ONE
U.S. NAVAL AIR STATION
PATUXENT RIVER, MARYLAND

FGG/rjk

...R Board document in the aircraft accident involving R7V-1 Bureau Number 126441 piloted by LT John G. LEONARD, (b) (6) USN, which occurred on or about 31 October 1954.

LT PETER J. MOSTIKA

LT Peter J. MOSTIKA was born (b) (6) He was designated a Naval ...viator November 1, 1944. From January 1, 1945 to May 5, 1945 he was in Operational Training at Naval ...ir Station, Jacksonville, Florida. From May 5, 1945 to November 1945 he was attached to VR-4 as a pilot with the administrative duties as Photographic Officer. From January 1946 to May 1946 he was attached to the First Naval District with the Administrative Duties as Ships Service Officer. From May 1946 to ...pril 1947 he served at the Naval ...ir Facility, South Weymouth, Massachusetts, as a Utility Pilot. From October 1949 to October 1952 he was attached to the Naval Reserve Squadron 911 as a pilot. He reported to Transport Squadron One December 1, 1952. LT P.J. MOSTIKA held the design tion in Transport Squadron One as a Transport Navigator and First Pilot in the R7V aircraft. He had a total flight time of 3031.4 and a total time in the R7V aircraft of 674.6 hours. In the past 12 months he had flown a total of 651.4 hours, 116.9 instrument hours, 244.6 night hours. In the last 3 months he had flown 144.4 hours total, 36.9 instrument hours, 46.2 night hours. He had a valid special instrument rating in the R7V aircraft dated September 0, 1954. (b) (5), (b) (6)

[redacted]

Enclosure (6)

AIR TRANSPORT SQUADRON ONE
U.S. NAVAL AIR STATION
PATUXENT RIVER, MARYLAND

FOC/rjk

...AR Board document in the aircraft accident involving R7V-1 Bureau Number 126441 piloted by LT John G. LEGRAND, (b) (6) USN, which occurred on or about 31 October 1954.

LT RUSSELL L. KLEMETTI

LT KLEMETTI was born (b) (6). He was commissioned Ensign and designated Naval Aviator February 15, 1944. From June 1944 to October 1945 he was attached to VR-27 as a pilot, with administrative duties as Assistant Navigation Officer. During his tour with VR-27 he attended the GCA School in Banana River, Florida, and the Instrument Flight School at Atlanta, Georgia. From November 1946 to April 1947 he was attached to GCA Unit Four, as a GCA approach controller. LT R.L. KLEMETTI was on inactive duty for a period of time but from May 1951 to July 1952 he was attached to an Organized Reserve Squadron flying R4D - JRD type aircraft. He reported to Transport Squadron One September 28, 1952 where he had performed duties as line pilot. LT KLEMETTI hold the designation as a Transport Navigator and R5D, R7V first pilot. He completed the Acceptance Transfer and Training Unit Transport School at Corpus Christi, Texas December 10, 1953. LT R.L. KLEMETTI had a total of 3403.2 hours and a total time of 643.0 hours in the R7V aircraft. In the last 12 months he had flown 644.4 hours, 90.7 hours instruments, 150.3 hours night. In the last 3 months he had flown 210.3 hours, 30.9 hours instruments, 59.3 hours night. He hold a valid special instrument rating dated August 10, 1954 and was route checking for a Plane Commander designation in Transport Squadron One. (b) (5), (b) (6)

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Enclosure (7)

..IR TR..SPORT SQU..DRON ONE
U.S. N.V..L ..IR ST..TION
..TUXENT RIVER, M..RYL..ND

FGC/rjk

..AR Board document in the aircraft accident involving R7V-1 Bureau Number 128441 piloted by LT John G. LEON..RD, (b) (6) USN, which occurred on or about 31 October 1954.

FR..NK THOM..S MEIDL, ..DC, USN

MEIDL was born (b) (6). From 1940 to 1942 he was attached to the Operations Department, Norfolk, Virginia as a plane captain. From 1942 to 1944 he was a plane captain in VR-7. From 1944 to 1946 he was attached to VT-93 as the leading chief. From 1946 to 1948 he was attached to F..SRON 101 in the Maintenance Department. From 1948 to 1950 he was attached to VX-4 as a plane captain, and held the designation as flight engineer. F.T. MEIDL, ..DC completed the Flight Engineers Ground Training Course at the Lockheed ..ircraft Corporation School, Burbank, California. Chief MEIDL had over 4000 hours flight time as a flight mechanic. Chief MEIDL was designated as first flight engineer 16 ..pril 1953, and was considered qualified in all respects. (b) (5), (b) (6)

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Enclosure (6)

..IR TR..NSP.RT SQU.DRON ONE
U.S. N.V.L ..IR ST..TION
P.TUXENT RIVER, M.RYL.ND

FGC/rjk

..AR Board document in the aircraft accident involving R7V-1 Bureau Number 128441 piloted by LT John G. IEGN.RD, (b) (6) USN, which occurred on or about 31 October 1954.

EUGENE (n) HUNTLEY, ADC, USN

HUNTLEY was born (b) (6). He reported to Transport Squadron One in May 1950. He was rated as ADC before reporting to the squadron. During his tour of duty, he had been employed in the Maintenance Department as an aviation mechanic, and on scheduled flights as a flight engineer. Chief HUNTLEY had completed the Flight Engineers Ground Training Course at Lockheed Aircraft Corporation School, Burbank, California. Chief HUNTLEY had a total of more than 4000 hours flight time as flight mechanic and he held a first flight engineers designation dated October 1953. [redacted] (b) (5), (b) (6)

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Enclosure (9)

..IR TR..SPORT SQU..DRON ONE
U.S. N..V..L ..IR ST..TION
P..TUXENT RIVER, M..RYL..ND

FGC/rjk

..AR Board document in the aircraft accident involving R7V-1 Bureau Number 12C441 piloted by LT John C. LEONARD (b) (6) USN, which occurred on or about 31 October 1954.

LT RODNEY S. SPRIGG

LT SPRIGG was born (b) (6) He was designated a naval aviator on 1 January 1944. From January 1944 to ..pril 1944 he attended advanced VF training in Florida. From ..pril 1944 to June 1945 he was attached to a CVE as a pilot. From June 1946 to November 1945 he was at various air stations as a pilot. From November 1945 to January 1946 he was attached to a west coast air station as a test line pilot. From January 1946 to July 1950 he was stationed at Naval ..ir Station, Los Alamitos, California, in the Organized Reserve. From July 1950 to January 1952 he was attached to CV-31 in VP-31 as a pilot, with the administrative duty as Material Officer. From January 1952 to January 1954 he was at the Naval ..ir Station, Corpus Christi, Texas, as a pilot with administrative duties as a Legal Officer. LT SPRIGG reported to Transport Squadron One in January 1954 and served as a line pilot in the R7V aircraft, with administrative duties as ..ssistant Legal Officer. He completed the ..cceptance Transfer and Training Unit Transport School at Corpus Christi, Texas on 26 March 1954. LT R.S. SPRIGG had a total flight time of 2959.2 hours and held the designation of Transport Navigator and R7V second pilot. In the last 12 months he had flown 520.7 hours, 430.3 were in the R7V aircraft, 50.6 hours instrument, 31.4 hours night. In the last 3 months he had flown 192.1 hours, 160.0 in the R7V, 15.0 hours instrument, 10.3 hours night. He had a valid standard instrument rating dated ..ugust 18, 1954. (b) (5), (b) (6)

02

Enclosure (10)

..IR TR..SPORT SQU..DRON ONE
U.S. N..V..L ..R ST..TION
P..TUXENT RIVER, M..RYL..ND

FGC/rjk

..IR Board document in the aircraft accident involving R7V-1 Bureau Number 129441 piloted by LT John G. LEONARD, (b) (6) USN, which occurred on or about 31 October 1954.

LT RODNEY S. SPRIGG

LT SPRIGG was born (b) (6) He was designated a naval aviator on 1 January 1944. From January 1944 to April 1944 he attended advanced VF training in Florida. From April 1944 to June 1945 he was attached to a CVE as a pilot. From June 1946 to November 1945 he was at various air stations as a pilot. From November 1945 to January 1946 he was attached to a west coast air station as a test line pilot. From January 1946 to July 1950 he was stationed at Naval Air Station, Los Alamitos, California, in the Organized Reserve. From July 1950 to January 1952 he was attached to CV-31 in VF-31 as a pilot, with the administrative duty as Material Officer. From January 1952 to January 1954 he was at the Naval Air Station, Corpus Christi, Texas, as a pilot with administrative duties as a Legal Officer. LT SPRIGG reported to Transport Squadron One in January 1954 and served as a line pilot in the R7V aircraft, with administrative duties as Assistant Legal Officer. He completed the Acceptance Transfer and Training Unit Transport School at Corpus Christi, Texas on 26 March 1954. LT R.S. SPRIGG had a total flight time of 2959.2 hours and held the designation of Transport Navigator and R7V second pilot. In the last 12 months he had flown 520.7 hours, 430.3 were in the R7V aircraft, 50.6 hours instrument, 31.4 hours night. In the last 3 months he had flown 192.1 hours, 160.8 in the R7V, 15.0 hours instrument, 18.3 hours night. He had a valid standard instrument rating dated August 18, 1954.

(b) (5), (b) (6)

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Enclosure (10)

AIR TRANSPORT SQUADRON ONE
U.S. NAVAL AIR STATION
PATUXENT RIVER, MARYLAND

FGC/rjk

AAIB Board document in the aircraft accident involving R7V-1 Bureau Number 126441 piloted by LT John G. LEONARD, (b) (6) USN, which occurred on or about 31 October 1954.

LCDR JOHN S. COLE

LCDR John S. COLE was born (b) (6).

He was designated a Naval Aviator in June 1943. From July 1943 to September 1945 he server aboard the USS FRANKLIN in VB-13, as a bombing pilot with administrative duties as Engineering Officer. From February 1945 to October 1945 he served aboard the USS BENJAMIN FRANKLIN in VB-150 as a bombing pilot with the administrative duties as Engineering Officer. From June 1946 to January 1948 he was assigned to duty at Bureau of Aeronautics as a project officer. From February 1948 to December 1948 he attended General Line School as a student. From January 1949 to November 1951 he was Officer in Charge of HU-2 detachment aboard numerous carriers and cruisers in the Pacific. From November 1951 to November 1953 he was assigned to Service Test Center as a Project Pilot at the Naval Air Test Center, Naval Air Station, Patuxent River, Maryland. LCDR John S. COLE report to Air Transport Squadron One in November 1953 where he performed the duties as navigator, co-pilot, with administrative duties as project officer and flight engineering officer. He completed the Acceptance Transfer and Training Unit Transport School at Corpus Christi, Texas on 26 February 1954. LCDR John S. COLE had a total flight time of 2964.5 hours. In the past twelve months in the R7V he had flown 502.7 hours total, 62.4 hours instrument, and 66.5 hours at night. In the last three months, he had flown 147.0 hours total, 32.5 hours instrument, and 29.6 hours night. LCDR John S. COLE held the designation of first pilot and first navigator in the R7V aircraft. He held a valid standard instrument rating in the R7V. He was given his last proficiency check in September 1954. (b) (5), (b) (6).

AIR TRANSPORT SQUADRON ONE
U.S. NAVAL AIR STATION
PATUXENT RIVER, MARYLAND

FGC/rjk

AAIB Board document in the aircraft accident involving R7V-1 Bureau Number 126441 piloted by LT John G. LEONARD, (b) (6) USN, which occurred on or about 31 October 1954.

ROBERT TRUEMAN THOMAS, AD1, USN

THOMAS was born (b) (6). He reported to Air Transport Squadron One on 1 December 1949. He was rated as AD1 before reporting to the Squadron. During his tour of duty he was employed in the Maintenance Department as a member of an engine check crew, and trouble shooter. Robert THOMAS was designated a second flight engineer 30 August 1954 in the R7V type aircraft. He had a total of 40.0 hours panel time, and 19.5 hours observation time during the Flight Engineers Transition training period.

(b) (5), (b) (6)

04

Enclosure (12)

..IR TR..NSPORT SQU..DRON ONE
U.S. N.V..L ..E ST..TION
P..TUXENT RIVER, M..RYL..ND

FGC/rjk

..R Board document in the aircraft accident involving R7V-1 Bureau Number 120441 piloted by LT John G. LEONARD, (b) (6) USN, which occurred on or about 31 October 1954.

ROBERT T. STEPHENSON, ..DC, USN

STEPHENSON was born (b) (6). He reported to ..ir Transport Squadron One on 20 ..pril 1954. He was rated as ..DC before reporting to the squadron. During his tour of duty he was employed in the Maintenance Department as an aviation mechanic and on scheduled flights as a flight mechanic. Chief STEPHENSON was designated 25 October 1954 as a second flight engineer in R7V type aircraft. He had a total of 57.3 hours panel time, and 21.5 hours observation time.

(b) (5), (b) (6)

[redacted]

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Enclosure (13)

AEM/rjk
10 November 1954

AAR Board document in the aircraft accident involving R7V-1 Bureau Number 128441 piloted by LT John G. LEONARD, (b) (6) USN, which occurred on or about 31 October 1954.

DITCHING AND SURVIVAL QUALIFICATIONS.

The records show that all personnel aboard R7V BuNo 128441 which was lost at sea October 31, 1954 were up to date on their ditching qualification, in accordance with VR-1 Instruction 3730.3 dated 29 October 1953 - Subj: R7V Ditching Bill.

(b) (6)
Survival Instructor

(b) (6)
Survival Officer

Certified to be a true copy.
(b) (6)

Enclosure (14)

JCQ/rjk
10 November

AAR Board document in the aircraft accident involving R7V-1 Bureau Number 128441 piloted by LT John G. LEONARD, (b) (6) USN, which occurred on or about 31 October 1954.

FIRST LOGISTIC AIR WING
CARGO MANIFEST

Squadron	Station	Sq. Aircraft No.	Flight No.	Date	Loading Crew (Petty Officer(s))
VR-1	FAXBTV	128441	124/30	10-30-54	

Signed (b) (6)
(Signature)

Priority	Lading No.	Description	T.P.	Final Des.	No. PCS	Total Weight	Comp't Loaded
2-91	31784426	SPLICE ASSY		PTMY	1	33	H
2-91	15475302	RANGE		do	1	60	H
2-91	795-55	PHOTO EQUIPMT.		do	6	242	I
2-91	17860780	ELECT. INSTRUMENTS		do	6	145	H-I
2-91	30431297	MISC		do	6	242	H-I
2-91	32000637	MISC		do	6	313	I
2-91	0267732-A	ELECT. INSTRUMENTS		do	1	66	G
2-91	32000549	MISC		do	10	746	H-I
2-91	31784457	GASKETS		do	1	12	I
2-91	15410934	CYLINDER ASSY		do	4	256	H-I
2-91	17860913	MISC		do	4	104	I
2-91	32000013	DRIVE UNIT		do	3	155	H-I
2-91	30430606	MACHINERY PARTS		do	6	357	G-H-I
2-91	30430637	MISC		do	6	606	H-I
2-91	30429670	CHAIN		do	1	740	G
2-91	30431054	MACHINERY PARTS		do	2	60	H
2-91	30431064	GENERATOR		do	1	58	H
2-91	30431254	MACHINERY PARTS		do	1	70	G
2-91	0267772-A	TOWING BARS		do	2	330	H-I
	MAIL	TOTAL PCS THIS PAGE 70				CARGO	
	S - 1559	TOTAL WGT THIS PAGE 5310				G - 1372	
		TOTAL PCS THIS FLIGHT 76				H - 2442	
		TOTAL, WGT THIS FLIGHT 6865				I - 2201	

Certified to be a true copy.

(b) (6)

(b) (6)
LCDR, USN

Enclosure (15)

JCC/rjk
10 November 1954

AAR Board document in the aircraft accident involving R7V-1 Bureau Number 126441 piloted by LT John G. LEONARD, (b) (6) USN, which occurred on or about 31 October 1954.

FLEET LOGISTIC AIR WING
CARGO MANIFEST

Squadron	Station	Sq. Aircraft No.	Flight No.	Date	Loading Crew (Petty Officer(s))
VR-1	PAXRIV		124/30	10-30-54	

Signed (b) (6)

(Signature)

Priority	Dlading No.	Description	T.P.	Final Des.	No. PCS	Total Weight	Compt Loaded
2-91	30429508	SHAFTS		NAPLES	1	162	G
2-91	31784456	VALVES		do	1	210	G-H
2-91	30430404	MISC		do	3	374	H
2-91	32000806	METER		do	1	39	G
		TOTAL PCS THIS PAGE	6				
		TOTAL WGT THIS PAGE	785				

Certified to be a true copy.

(b) (6)

(b) (6) LCDR, USN

Enclosure (15)

DESCRIPTION

THE AIRCRAFT.

The R7V is a four-engine, low wing monoplane designed for high-speed, long-range transportation of either personnel, litter patients, or cargo over land or over water. The distinguishing external features are its three vertical fins and rudders, its dual wheel tricycle landing gear, and its characteristically shaped fuselage with the extended nose which houses the AN/APS-42 radar set.

The aircraft is powered by four Turbo-Compound R3350-34 engines, equipped with three-blade, full-feathering, reversible-pitch Hamilton Standard Hydromatic propellers. The flight controls incorporate hydraulic boosters to assist in the movement of the control surfaces, and an automatic pilot is provided for automatic control of the aircraft. The semi-monocoque fuselage is sealed for pressurization between the forward and aft bulkheads. The forward bulkhead seperates the flight station from the nose radome; the aft bulkhead is the rear wall of the cabin. All doors in the sides and the bottom of the fuselage have additional sealing to minimize water leakage in case it becomes necessary to ditch the aircraft.

The interior of the fuselage is divided by the station 260 bulkhead into the flight station and the cabin. Two cargo loading doors, with integral personnel doors, are located on the left side near the forward and aft ends of the cabin. A crew door is located on the right side immediately forward of the station 260 bulkhead. Below the cabin floor are two cargo compartments that are separated by the wing center section.

Crew requirements for overland service include pilot, copilot, flight engineer and radio operator. Overwater crew requirements, in addition to the four mentioned above, include a navigator, whose station is immediately aft of the station 260 bulkhead, and three relief crew members. In this configuration, a crew bunk is installed on the right side of the aircraft opposite the navigator's station, and a lavatory is installed on the left side aft of the navigator's station.

AIRCRAFT DIMENSIONS.

The over-all dimensions of the aircraft are as follows:

Length	116' 2"
Height (to top of fins)	24' 9"
Height (to top of fuselage)	18' 10"
Wing Span	123' 0"

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DESIGN GROSS WEIGHT.

The design gross take-off and landing weights are 133,000 and 110,000 pounds. The design gross overload take-off and landing weights are 145,000 and 122,000 pounds.

ENGINES

The four engines installed on the aircraft are Turbo-Compound, 18-cylinder, air-cooled R3350-34 engines. The total horsepower output of each engine is increased by the installation of three power recovery turbines, each of which is driven by the combined exhaust from six of the eighteen cylinders. Turbine energy is geared back to the engine crankshaft through a fluid coupling. Turbine speed is proportional to engine speed and requires no control. Each engine also incorporates a fuel injection system, a two-speed supercharger, and a low tension ignition system.

PROPELLERS.

Hamilton Standard Hydromatic, three-bladed, full feathering and reversible pitch propellers are installed on each engine. Each propeller incorporates a fluid anti-icing distribution system. A propeller control system is provided for constant speed, synchronization, individual selector controls, a master control for changing rpm of all engines simultaneously, manual and automatic feathering, and reversing.

DESCRIPTION

ENGINE OIL SYSTEM.

Separate oil systems provide lubrication for each engine. Oil flows from the engine oil tank to the engine oil pressure pump, which pumps oil through the engine oil passages. After circulating through the engine, the oil is returned an engine scavonging pump to the oil radiator for cooling. From the radiator, oil flows through the return line and back into the engine oil tank. Complete drainage of each system is provided by a drain valve for each tank, a drain plug for each oil radiator, and a drain plug for each engine sump.

FUEL SYSTEM.

Fuel is supplied to the engines from six separate integral wing tanks and a removable, bladder-type, center section tank. All of the tanks are interconnected by a cross-feed line which allows fuel to be supplied from any tank to any engine. Check valves are installed that make it impossible to transfer fuel from one tank to another. Provisions are incorporated for dumping fuel from the integral wing tanks. The cabin heaters are fed from tanks 2 and 3, and the APU fuel supply is taken from tank 4.

FUEL TANKS

The center section tank, tank No. 5, is located between the front and rear wing beams. One fuel tank is located in each outer wing panel and two are located in each inner wing panel. The tank in the left outer wing panel is designated No. 2A and that in the right outer wing panel, No. 3A. The four tanks in the inner wing panels are designated Nos. 1,2,3, and 4, in consecutive order, beginning with the tank adjacent to No. 2A in the left wing.

FUEL QUANTITY DATA TABLE. (U.S. GALLONS)

Tank No.	Total Fuel	Unusable Fuel	Usable Fuel Remaining After Dumping
2A (Left Outboard Tank)	565	3	149
1 (Left Middle Tank)	1555	3	145
2 (Left Inboard Tank)	790	16	29
5 (Center Section Tank)	730	7	730
3 (Right Inboard Tank)	790	16	29
4 (Right Middle Tank)	1555	3	145
3A (Right Outboard Tank)	565	3	149
Total Gallons	6550		1376

FUEL SYSTEM INDICATORS.

FUEL QUANTITY INDICATORS. There are eight capacitance-type fuel quantity indicators located on the flight engineer's upper instrument panel. Individual indicators for the seven fuel tanks are provided and a totalizer indicator is provided to indicate the sum total of fuel in all tanks. These indicators show the weight of fuel in the tanks, in pounds.

ELECTRICAL POWER SYSTEM.

The basic electrical system is operated by direct current power sources, and inverters are utilized to provide alternating current power for some of the special items of equipment.

70 Enclosure (16)

DESCRIPTION

HYDRAULIC POWER SYSTEM.

Four variable displacement hydraulic pumps, one driven by each engine, provide operating power up to 1700 psi for the various hydraulically operated units. The hydraulic power is divided into two systems, the primary and secondary, each of which obtains fluid from the main hydraulic reservoir, located in the left center section leading edge. The reservoir is divided vertically into two compartments up to approximately 2/3 its height and is pressurized with air by means of an aspirator. The reservoir partition divides secondary system fluid from the primary system fluid and each system draws fluid from its respective compartment. The primary and secondary hydraulic power systems are interconnected by means of a crossover check valve which permits the secondary system to supply power to the primary system in the event of partial or total loss of primary system pressure. The primary system cannot supply pressure to the secondary system.

A separate and auxiliary hand pump power system, with its own reservoir, is provided for use in emergency braking or emergency landing gear extension. A pump control valve is installed near each engine-driven hydraulic pump to perform and control multiple system functions. Each valve incorporates a shut-off valve, a thermal relief valve, a pressure relief valve, and a pressure switch, all of which are within the same body.

PRIMARY HYDRAULIC SYSTEM. The primary hydraulic system supplies pressure for operation of the surface control boosters and left wing secondary heat exchanger fan motor. The hydraulic pumps on engines No. 1 and 2 furnish the volume and pressure required for operation of the primary system. Return lines from all primary units are manifolded into a common return line through the main primary filter to the primary return port of the main hydraulic reservoir.

SECONDARY HYDRAULIC SYSTEM. The secondary hydraulic system supplies pressure for operation of the landing gear, brakes, nose wheel steering, wing flaps, tanks No. 2A and 3A fuel dump valves, hydraulic pump for the reserve oil system, and the right wing secondary heat exchanger fan motor. Power for the secondary system is supplied by the hydraulic pumps on engines No. 3 and 4. Return lines from all of the secondary system units are manifolded into a common line through the main secondary filter to the secondary return port of the main hydraulic reservoir.

FLIGHT CONTROL SYSTEM.

The elevators, rudders, and ailerons are actuated by cable and pulley systems which incorporate tension regulators that automatically maintain constant tension in the cable systems. Each outboard rudder, each elevator, and each aileron is also provided with a cable-operated trim tab controlled from the flight station. Hydraulic booster units are built into the elevator, rudder, and aileron cable systems to assist the pilot in moving the control surfaces. The elevator and the rudder booster systems incorporate a complete electrical power unit that will provide an auxiliary source of hydraulic power to the booster assemblies in the event of primary or secondary hydraulic system failure. There is no source of auxiliary hydraulic power for the aileron booster system.

SURFACE CONTROL LOCK.

The effect of surface control locks is achieved by engaging the flight control boosters while the aircraft is parked. The boosters provide sufficient resistance in the system to absorb the impact loads caused by gusts.

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PITOT STATIC SYSTEM

The pitot static system includes the pitot system through which impact air pressure is transmitted to the airspeed indicators and the static system through which outside static air pressure is transmitted to the altimeters, air speed indicators, rate of climb indicators, cabin differential pressure indicator, and altitude control of the automatic pilot. Two separate pitot systems are provided, each of which includes a total head installed on the lower fuselage nose. The left total head supplies impact air pressure for the pilot's and navigator's airspeed indicators, and the right total head supplies impact air pressure for the copilot's and the flight engineer's airspeed indicators.

DESCRIPTION

ALTIMETERS. Five sensitive altimeters are mounted in the aircraft. One is located on the air conditioning control panel and one each is installed in the pilot's, copilot's, flight engineer's upper, and navigator's instrument panels. The altimeters have a range of 50,000 feet altitude and a ground setting scale settable in inches of mercury.

AIRSPEED INDICATORS. An airspeed indicator is mounted on the pilot's, copilot's flight engineer's upper, and the navigator's instrument panel. The airspeed indicators are calibrated in knots.

RATE OF CLIMB INDICATORS. Three instruments indicating vertical speed, climb or descent, are mounted on the pilot's and copilot's instrument panels and the air conditioning control panel. The rate of climb indicator on the air conditioning control panel indicates only the equivalent cabin pressure rate of change. The other two indicators show the aircraft rate of climb or descent.

INSTRUMENTS

Instruments are grouped on the air conditioning control panel and on the pilots', flight engineer's, and the navigator's instrument panels.

PILOT'S PANEL

Direction Indicator (Flux Gate)
Compass (G-2)
Gyro Horizon-Two
Turn and Bank Indicator-Two
Magnetic Compass
Free Air Temperature Indicator
Clock-Two
Inclinometer

FIRE DETECTION INDICATORS.

MASTER FIRE WARNING LIGHTS AND WARNING BUZZER. A master fire warning light is located in the top center of the pilot's instrument panel and also on the flight engineer's lower instrument panel. The fire warning buzzer is located on the bulkhead behind the copilot's seat. These lights and the buzzer are energized simultaneously by the d.c. electrical system and actuated when one or more fire detector switches close. Each warning light can be tested by pressing its cap.

INDIVIDUAL AREA FIRE WARNING LIGHTS. Fire warning lights for each nacelle are located adjacent to the placarded zone 2 and 3 positions for the engine fire extinguisher selector handle on the flight station side of the station 260 bulkhead. The zone 1 engine fire warning lights are located on the station 260 circuit breaker panel. Fire warning lights for the left and right cabin heater compartments and APU are located adjacent to the cabin heater fire extinguisher selector handle near the floor on the station 260 bulkhead. Each of the warning lights may be pressed to test. The master warning lights on the flight engineer's lower instrument panel and on the pilot's center instrument panel will glow, and the fire warning buzzer will sound whenever one or more of the area warning lights are energized, either for test or by fire.

FIRE EXTINGUISHING SYSTEM.

A two-shot fire extinguishing system is installed to extinguish fires in engine zones No. 2 and No. 3, cabin heater compartments, and the APU. In addition to this system, three portable hand-operated carbon dioxide fire extinguishers are provided.

The fire extinguishing system consists of two separately controlled groups of three 12.5 pound cylinders of carbon dioxide, operating heads, two selector valves, cable controls, and a distribution system.

DESCRIPTION

EMERGENCY EQUIPMENT

Ditching Safety Belts
Emergency Lights
Fireman's Hand Axe
First Aid Kits-Four
Flashlights-Six
Ladders-Two

Life Rafts. One 20-man life raft is installed in the right inner wing, outboard and aft of the innner nacelle, and two 20-man life rafts are installed in the left inner wing inboard and outboard of the inner nacelle. In addition, aircraft converted for overwater passenger or litter usage have three 12-man life rafts strapped to the cabin ceiling aft of the not on the right sidewall and one 12-man life raft located aft of the navigator's station.

Life Raft Radio Transmitters. Two life raft radio transmitters are provided for aircraft converted for overwater usage. One is located forward of the aft cabin door and the other is located aft of the crew bunk. These transmitters are provided for emergency use.

Pyrotechnic Equipment. A pyrotechnic pistol and container for carrying twelve rounds of ammunition are clipped to the navigator's book box. A mount is provided for firing the pyrotechnic pistol and is located in the ceiling of the fuselage aft of the navigator's station.

AIR TRNASPORT SQUADRON ONE
U.S. NAVAL AIR STATION
PATUXENT RIVER, MARYLAND

AE/rjk
10 November 1954

AAR Board document in the aircraft accident involving R7V-1 Bureau Number 128441 piloted by LT John G. LEONARD, (b) (6) USN, which occurred on or about 31 October 1954.

PERTINENT DISCREPANCIES NOTED ON BUREAU NUMBER 128441

10-29-54
1. #4 BMEP gauge sticks and very sluggish.
ACTION: Replaced transmitter, indicator checks OK.

10-26-54
1. #10 and #8 plugs bad on #2 engine, left distributor.
ACTION: Changed plugs.

2. Re-time #2 analyzer generator, shows half pattern, then full pattern and then another half pattern.
ACTION: Re-timed #2 analyzer.

3. Check #1 engine for fire.
ACTION: No signs of fire in engine nacelle.

10-25-54
1. Antenna and loop position out on Green ADF.
ACTION: Repaired broken lead-in at "T" on Green ADF sense antenna and replaced cracked 1L7U insulator on red ADF sense antenna.

10-23-54
1. UHF is very noisy.
ACTION: Replaced UHF.

10-19-54
1. #3 engine fuel pressure stays at 31 "in cruise, boost on low. Boost high 34". Boost OFF 32".
ACTION: Turned down engine fuel pressure 2 turns.

2. Two bolt heads sheared, all other bolts loose on #2 hydraulic pump adapter.
ACTION: Replaced all bolts #2 hydraulic pump to adapter.

3. Check for cracked line on "B" nut on starboard main gear hydraulic up-line at head of gear actuating cylinder. "B" nut has been tightened several times - still leaks.
ACTION: Hydraulic line and "B" nut are OK. Union between "B" nut and manifold block on cylinder was loose. Tightened union.

4. Pilot's #1 and #2 tachometer fluctuates about 50 RPM.
ACTION: Changed indicator.

5. #3 engine went to 2985 RPM on take-off. Previously went to 2825 RPM.
ACTION: Turned high RPM down two (2) turns.

Enclosure (17)

10-19-54 Continued

6. Co-pilot's radio selector inoperative.
.CTION: Replaced co-pilots radio box.

7. #3 Hydrualic low pressure warning light does not light up when by-passed. Pilot's works OK. F/E test bulb - OK.
.CTION: Re-soldered broken lead back of #3 warning light.

8. Green bird dog antenna lead into belly needs new connection.
.CTION: Replaced connection for Green .DF antenna.

10-2-54

1. #3 fuel pressure fluctuates 2-5 P.S.I. with boost on.
.CTION: Changed transmitter.

2. .ltitude control inoperative.
.CTION: .djusted hair spring insidde .uto-Pilot amplifier. .ltitude control is awaiting Lockheed fix.

3. #3 engine emergency shut-off lever works very hard.
.CTION: Checked cable tension. Works no harder than #4.

4. #3 BMEP gauge fluctuates 2-4 BMEP.
.CTION: BMEP transmitter "On Order".

9-28-54

1. #3 oil out temperature 20 low.
.CTION: Tightened loose leads.

2. Have to de-pressurize manually; cannot control rate of descent on "automatic"; rate of descent goes from 200 to 2000 feet per minute.
.CTION: Replaced altitude selector and landing gear scissors switch.

9-20-54

1. Cannot pressurize on "automatic"; rate of change pegs 2000 feet per minute.
.CTION: Changed sensing head on out flow valve.

2. #3 boost pump pressure fluctuates.
.CTION: Changed transmitter.

3. Door warning light came "on" in flight.
.CTION: Replaced bulb and adjusted micro-switch on crew compartment door.

4. No. 2 engine generator 50 amperes lower than No's 1, 3, and 4 engine generator.
.CTION: Replaced #2 generator.

5. No. 2 engine, right distributor shows cylinders 3, 11, and 4 intermittently arcing open and wavy.
.CTION: Changed right distributor on #2 engine.

9-20-54 Continued

6. 7 to 8 BMEP drop, right magneto #3 engine on 30" check.
..CTION: Changed #5 cylinder booster coil and front plug.

9-14-54

1. Cabin pressurization will not change altitudes automatically.
..CTION: Replaced altimeter selector and rate of change.

2. Disconnected #1 cabin supercharger due to low oil pressure warning.
..CTION: Refilled oil reservoir.

3. #3 fuel pressure and fuel flow fluctuates excessively; BMEP also fluctuates from 3 to 6 BMEP.
..CTION: Changed engine driven fuel pump.

4. Unable to control #1 propellor on automatic sync.
..CTION: Changed Sync box.

5. Co-pilot's J-16 box no good when mike is plugged in, cuts out radio.
..CTION: J-16 OK, replaced bad mike.

6. UHF too noisy to read.
..CTION: Replaced UHF.

9-8-54

1. #2 engine left distributor shows bad brush arcing.
..CTION: Polished sigments.

2. #2 and #3 engine has 5 BMEP drop on both distributors.
..CTION: Distributors were checked and found to be firing 28° BTC, as per spark lock-out evaluation. Spark plug leads and all fuel injection nozzles were inspected for security. Injection pumps timed correctly. Could not find anything wrong.

3. Cannot "push to test" #3 oil pressure or #4 fuel pressure light.
..CTION: Replaced bulbs.

4. #4 engine cabin supercharger leaking oil badly in switch assembly.
..CTION: Installed new low pressure warning light assembly.

5. #3 engine went to 2975 RPM on T.O.
..CTION: Decreased RPM 1½ notches.

6. #3 oil temperature inlet 75°, outlet 70°.
..CTION: Changed outlet temperature bulb.

7. Auto pilot and both gyros went out.
..CTION: Replaced fuse.

Enclosure (17)

.EM/rjk
10 November

9-8-54 Continued
8. UHF transmitter out.
ACTION: Replaced UHF.

(b) (6)

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(b) (6)

(b) (6) LCDR, USN

Enclosure (17)

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FLEET LOGISTIC AIR WING, ATLANTIC/CONTINENTAL
AIR TRANSPORT SQUADRON ONE
U. S. NAVAL AIR STATION
PATUXENT RIVER, MARYLAND

Aircraft Type R7V Aircraft BuNo. 131641

is ready for (test) (scheduled) (pilot training) flight.
(Strike out the one that does not apply).

This airplane has logged 431 hours since previous
ENT check.
(specify)

Fuel slip attached [redacted]
[redacted] (Inspector)

BuNo preflighted by [redacted]

Released from

Preflighted by None Needed
(Inspector)

[redacted] discrepancies worked off [redacted]
(Inspector)

THE FOLLOWING DISCREPANCIES HAVE NOT BEEN CORRECTED.

[redacted]

Date 10-30-54 Time 0830

[redacted] Signed [redacted]
(Maintenance Duty Chief) (Maintenance Duty Officer)

1. PD ______ DATE ______ TIME ______
2. PD ______ DATE ______ TIME ______
PD ______ DATE ______ TIME ______
PD ______ DATE ______ TIME ______

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[redacted]

ENCLOSURE (18)

JCG/rjk
10 November 1954

AAR Board document in the aircraft accident involving R7V-1 Bureau Number 128441 piloted by LT John G. LEONARD, [redacted] USN, which occurred on or about 31 October 1954.

COM FLOW

R7V - 441
1935 10-30-54

FLEET LOGISTIC AIR WING
R7V FUEL LOADING INSTRUCTIONS

BUNO 441 DATE 10-30-54
TRIP NO ______ ETD ______
FROM ______ TO ______
TIME REQ ______ TIME DEL 1900
FUEL TRUCK NO 9600016 LB/GAL FUEL ______
DELIVERED BY THORNLING & SHICEGOOD
MASS. BY [redacted]
CAPS SECURED BY [redacted]

T.NK		C.P	LB/G.L [illegible]
LEFT OUTBD	#2.	565	565
LEFT CENTER	1	1555	1555
LEFT INBD	2	790	790
FUSEL.GE	5	730	400
RT INBD	3	790	790
RT CENTER	4	1555	1555
RT OUTBD	3.	565	565
TOT.L ..PD		6550	6220
LESS W.RM-UP .ND T.XI			
TOT.L T.KE-OFF FUEL			

ENGINE OIL

NO	1	2	3	4	RESERVE	TOT.L
C.P	40	40	40	40		
REQ	35	35	35	35	65	205
DEL						

SPEC.L INSTRUCTIONS

/s/ [redacted]

Certified to be a true copy.

[redacted]

[redacted] LCDR, USN

Enclosure (19)

ENCLOSHRE 20: FLIGHT LOG BOOK

Has been deleted from filming since it is not pertinent to the accident.

AEM/rjk
10 November 1954

AAR Board document in the aircraft accident involving R7V-1 Bureau Number 128441 piloted by LT John G. LEONARD, (b) (6) , USN, which occurred on or about 31 October 1954.

GENERAL HISTORY OF AIRCRAFT

This aircraft, designated R7V-1 Navy Bureau Number 128441, (LAC Serial Number 4108), was accepted by the U.S. Navy from Lockheed Aircraft Corportation, Burbank, California on 23 May 1953, and arrived NAS, Patuxent 27 May 1953. Total times are as follows:

	UNIT	BUNO/SER NO.	TIME
	Airframe	128441	1362.4 hrs.
		(Time since TEMCO 1st C/H	504.4 hrs.
	ENGINES		
1.	R-3350-34	W-580113	516.3 hrs.
2.	R-3350-34	W-580110	518.2 hrs.
3.	R-3350-34	W-580111	512.2 hrs.
4.	R-3350-34	W-580112	512.9 hrs.
	Power Recovery Turbines, No. 1 Engine		
1.	PRT	WA-2841	504.7 hrs.
2.	PRT	WA-4479	504.7 hrs.
3.	PRT	WA-5949	504.7 hrs.
	Power Recovery Turbines, No. 2 Engine		
1.	PRT	WA-2453	504.7 hrs.
2.	PRT	WA-2508	504.7 hrs.
3.	PRT	WA-3530	504.7 hrs.
	Power Recovery Turbines, No. 3 Engine		
1.	PRT	13456	221.9 hrs.
2.	PRT	FAD-1310	375.7 hrs.
3.	PRT	FAD-1340	683.5 hrs.
	Power Recovery Turbines, No. 4 Engine		
1.	PRT	WA-3021	504.7 hrs.
2.	PRT	WA-15921	221.9 hrs.
3.	PRT	WA-2857	513.2 hrs.
	Propeller (No. 1 Engine) 43E60-305		674.2 hrs.
1.	Hub	179410	
2.	Blade	598039	
3.	Blade	598040	
4.	Blade	598041	

1271.9 hrs.

673.8 hrs.

1270.6 hrs.

77.7 hrs
104 starts

AEW/rjk
10 November 1954

Grimes Rotating Beacon and Grimes instrument panel lighters installed by Electronics Test Division, NATC, Patuxent River, Maryland for evaluation purposes June 1954.

(b) (6)

[redacted]

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(b) (6)

[redacted]

(b) (6)

[redacted] LCDR, USN

3

Enclosure (21)

FLIGHT FORECAST

U.S. NAVAL AIR STATION
PATUXENT RIVER, MARYLAND

R7V #8441 Pilot Leonard

DATE	PERIOD
30 October 1954	30/01302 to 31/12302

FLIGHT 124 Spl OF VR-1 TO GP VIA GC

ROUTE FORECAST

SYNOPSIS: Low near Anticosti Island with secondary low 100 miles SE of Nantucket moving NE at 20 knots. Cold front from second low SSW along 69 West then SW to Nassau. Low at 39 North 41 West with rough NNE and cold front SSW. Warm front SE from low to 33 N 30 West. Low moving East at 10 to 15 miles per hour.

WEATHER: Snow and rain aloft in low off Nantucket with some sctd thunderstorms. Rain in warm sector of low and along warm front. Clouds in layers 10 to 12 ft., tops 60 to 80 ft., layer 80 to 90 feet, tops 100 to 150 feet, few tops to 200 ft. in first system. Low near 40 west broken cloudiness at 30 to 40 ft. tops 80 to 100 ft., layer 90 to 100 ft., tops 130 to 150 ft.

ICING: Mod. occnly hvy mixed icing in clouds and precip. above freezing level.

TURBC: Mod. to 60 ft. in cold front, Mod. to heavy in and around buildups.

	NHK / 70W	70W / 60W	60W / 50W	ALOFT 50/40W	40/30W	30 / GP
11	250/30	220/30	230/20	270/10	140/10	030/08
15	230/40	220/45	230/25	300/10	180/05	360/05
19	230/50	220/55	240/25	320/10	320/10	330/08

TERMINAL FORECAST

TERMINAL	GP	SMA
SKY CONDITION	12 Sctd20brkn	18sctd25brkn
VISIBILITY	10 miles	15 mi
WEATHER	Inter 5 RW-	Inter 14sctd 5RW
SURFACE WIND	180/15	030/12

FORECAST PREPARED BY:

LCdr (b) (6)

ENCLOSURE (2)

AAR/rjk
10 November 1954

AAR Board document in the aircraft accident involving R7V-1 Bureau Number 128441 piloted by LT John G. LEONARD, (b) (6) USN, which occurred on or about 31 October 1954.

AIR TRANSPORT SQUADRON ONE
U.S. NAVAL AIR STATION
PATUXENT RIVER, MARYLAND

LMN:2:jht
F20 2254
23 Sept 1954

From: Commanding Officer
To: Chief, Bureau of Aeronautics
Via: Commander, Fleet Logistic Air Wing Atlantic/Continental

Subj: Leaks in Integral Fuel Tanks, R7V-1 type aircraft

Encl: (1) Three photographs of tank cover plate of R7V-1 BuNo 1331633
(2) Fuel leak survey chart (two sheets)

(b) (5)

[redacted]

AEM/rjk
10 November 1954

FF12/VR-1/L:N:2:jht
F20

(b) (5)

[redacted]

Enclosure (23)

AEM/FJK
10 November 1954

12/VR-1/LMN:2:jht
F20

(b) (5)
[redacted]

C. F. GARRISON

Copy to:
BUAER (Advance Copy)
BAR, Burbank
VR-8

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(b) (6)
[redacted]
(b) (6)
[redacted] LCDR, USN

3

Enclosure (23)

GAS [illegible] SURVEY

[illegible]	0-50	50-100	100-150	150-200	200-250	250-300	300-350	350-400	400-450	450-500	500-550	550-600	600-650	650-700	700-750	750-800	800-850	850-900	900-950	950-1000	1000-1050	1050-1100	1100-1150	1150-1200	1200-1250	1250-1300	1300-1350
[illegible]																						4 (6)					1 (8)
[illegible]																		[illegible] (5)	2 (8)								
[illegible]															[illegible] (4)				1 (6)								
[illegible]																				2 (7)					1 (6)		
[illegible]										1 (2)																	
[illegible]1632													4 (5)						1 (8)								
131637														1 (7)						1 (6)							
131639					(2)													1 (8)									
131635																											
[illegible]							1 (5)																				
131657														2 (5)	1 (6)												
131660																											
[illegible]														1 (6)													
131643															2 (4/5)	1 (6)	1 (8)										
131644														5 (5)				1 (2)									

NOTE: TOP number in [illegible] indicates number of discrepancies during certain flight hour period.
LOWER number in () indicates [illegible] in which discrepancies occured.
The solid line [illegible] indicates [illegible] the flight hours as of 26 Aug [illegible]

ENCLOSURE (1)

ENCLOSURE (2)

AZM/rjk
10 November 1954

AIR TRANSPORT SQUADRON ONE
U.S. NAVAL AIR STATION
PATUXENT RIVER, MARYLAND

14 September 1954

MEMORANDUM

From: Maintenance Duty Officer (LT (b) (6)
To: Maintenance Officer

Subj: Interior inspection of R7V Integral on 131635 and 131639 fuel tanks; report of

(b) (5)

[redacted]

Certified to be a true copy.

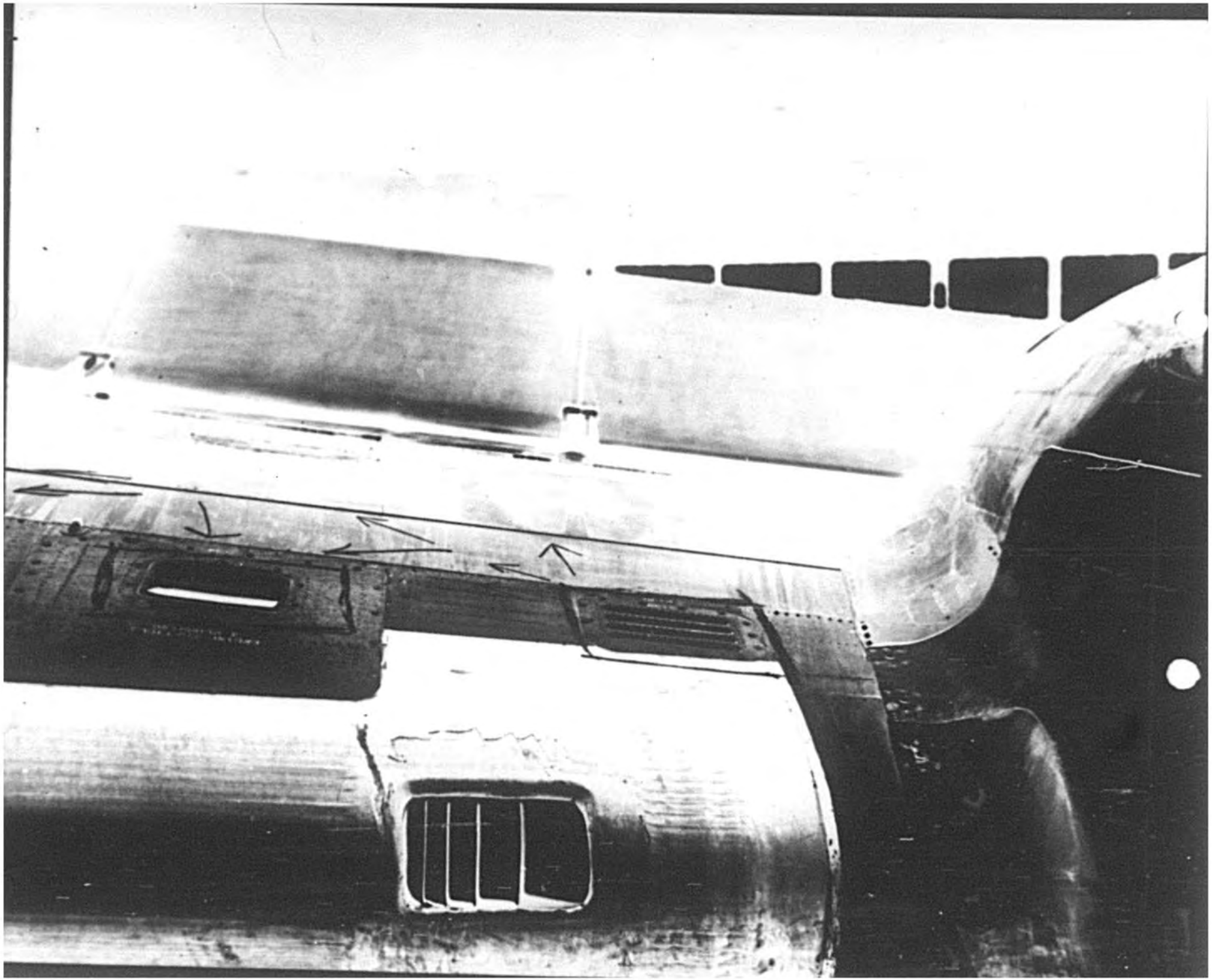
(b) (6)

(b) (6) LCDR, USN

(b) (6)
LT USN

ENCLOSURE (3)

Enclosure (23)



PATUXENT RIVER, MARYLAND

RTV AERO EQUIPMENT CUSTODY AND RECEIPT FORM

BUAU *131635*	FLIGHT NO.	*124*		DATE	*12-20-54*	
	OUT	IN			OUT	IN
SIGNAL PISTOL	*1*		LIFE VESTS		*102*	
SIGNAL SHELLS	*12*		LIFE VESTS (CHILD)		*2*	
OXYGEN MASKS	*1*		LIFE RAFTS MK-20		*2*	
FIRE AXES	*1*		GIBSON GIRLS		*2*	
FIRST AID KITS	*4*		EXPOSURE SUITS		*42*	
PAPER TOWELS	*2*		RATIONS (EMER)		*2*	
TOILET PAPER	*2*		CARGO NETS		*3*	
TOILET DISINFECT	*2*		CARGO STRAPS		*40*	
... I. CANS	*2*		LITTER STRAPS		*4*	
... BROOM	*1*		LITTER BRACKETS		*4*	
... PAN	*1*		LITTERS		*4*	
... PAIL	*1*		CARGO DOLLIES		*—*	
...	*1*		CARGO LEVERS		*—*	
COAT HANGERS	*2*		WEBER SEATS DOUBLE		*17*	
... CUPS	*4*		WEBER SEATS TRIPLE		*6*	
PAPER CUPS	*400*		PORTABLE OXY UNITS		*4*	
SOAP POWDER	*1*		PILLOWS		*4*	
DRINKING WATER TANK	*2*		MATTRESS		*4*	
DISPOSAL BAGS	*2*		BLANKETS		*4*	
CUP CARRIER	*1*		SHEETS		*4*	
... LANTERNS	*2*		PILLOW CASES		*4*	
... BOXES	*1*		CURTAINS AFTER HEAD		*1*	
BED PAN SET	*1*		MATTRESS COVERS			
... CURTAINS	*1*		LIFE RAFT MK-2			
SMOKE MASKS	*1*					

I CERTIFY THAT ALL ITEMS LISTED ABOVE IN THE APPROPRIATE SPACE HAVE BEEN PLACED ABOARD THE A/C IN A CLEAN AND SERVICEABLE CONDITION.

[redacted]

AERO EQUIPMENT PERSONNEL

1. I ACCEPT CUSTODY OF THE ABOVE LISTED EQUIPMENT WITH NO EXCEPTIONS AS CERTIFIED ABOVE. DATE

FLIGHT MECH SIGNATURE

2. ______________________ DATE ______________________

FLIGHT MECH SIGNATURE

3. ______________________ DATE ______________________

FLIGHT MECH SIGNATURE

I ACKNOWLEDGE RECEIPT OF THE ABOVE EQUIPMENT EXCEPT THE SHORTAGES AS SHOWN BELOW.

CERTIFIED ...

[redacted] ENCLOSURE (23)

DATE ______________________

PLANE EQUIPMENT PERSONNEL

FF12/FlogWingLant/Contl
EDP:rro/72
Serial: 950
10 MAY 1954

FIRST ENDORSEMENT on CO, VR-1 ltr ser 766 dtd 12 April 1954

From: Commander, Fleet Logistic Air Wing, Atlantic/Continental
To: Chief, Bureau of Aeronautics

Subj: Accelerated Service trials Model R7V-1 Aircraft; final report on

Ref: (o) BuAer ltr ser 172535 dtd 13 Dec 1952
(p) ComFlogWingLant/Contl ltr ser 25 dtd 8 Jan 1953

Encl: (7) ComFlogWingLant/Contl ltr ser 39 dtd 8 Jan 1954

1. Forwarded.

(b) (5)

[redacted]

ENCLOSURE (26)

(b) (5)

[redacted]

ENCLOSURE (26)

Subj: Accelerated Service trials Model R7V-1 Aircraft; final report on

(b) (5)

[redacted]

Copy to:
CO, VR-1 (w/encl)

J. I. TAYLOR

Certified to be a true copy.

(b) (6)

(b) (6) LCDR, USN

ENCLOSURE (26)

Enclosure (26) – Final Report of the Accelerated Service Trials on the Navy model R7V-1 Aircraft BUNO 128441 – 37 pages.

Withheld entirely under Exemption (b)(5) of the FOIA.

COMPLETE SYNOPSIS AS TAKEN FROM 31/0630Z SURFACE MAP

SUMMARY OF WEATHER CONDITIONS OVER ROUTE AND ADJACENT TO ROUTE 31/0230Z TO 31/0730Z

SYNOPTIC SITUATION:

A complicated low was centered approximately 100 miles north of Anacosti Island with a secondary low just northeast of Moncton, Nova Scotia. A cold front from secondary low extended SSW to 40 degrees N 63 degrees W then to 30 degrees N 69 degrees W, then SW to Central Cuba. A trough lies approximately 250 miles behind this cold front oriented NE-SW or parallel to primary front.

A warm front extends SE from the primary low through Newfoundland and then south to 40 degrees N 58 degrees W then SE to 35 degrees N 46 degrees W.

A low at 40 degrees N 41 Degrees W with a trough NNE and a cold front SSW. Warm front SE from low to 31 degrees N 30 degrees W. Low moving NNE at 10-15 MPH.

A 1038 MB high centered at 46 degrees N 36 degrees W.

WEATHER: NAS Pax River to 70 degrees was generally VFR with Sctd to Brkn clouds at 4-5000 feet, tops 8-10000 ft. with scattered snow showers aloft and rain showers at surface near 70 degrees West.

70 degrees west and 50 degrees west along route or between 37degrees and 42 degrees north weather was generally IFR with fog, rain and low ceilings. Ceilings were variable 6-800 feet with clouds in layers to 15-16,000 feet, some buildups to 20,000 feet. Vis 1 to 2 miles in rain and fog; otherwise 8 to 10 miles.

Weather 50 degrees west to Lajes generally VFR. Partly cloudy to cloudy with ceilings 2-4000 feet, tops 8-10,000 feet except in Frontal Zone near 40 degrees N 41 degrees W where ceilings lowered to 500 feet in scattered squalls. Clouds layered 2-4000 feet, tops 8-10,000 feet, layer 10,000 to 12,000 feet tops 12-14,000 feet.

ICING: Light to moderate mixed Icing in clouds and precip. above freezing level.
Freezing level sloped from 3000 feet at NHK to 7000 feet near 70 West, then to 10,000 feet at 58 degrees West and 12,000 feet at Lajes.

SUMMARY OF CONDITIONS AT PAX RIVER 31/0130Z TO 31/0630Z.

Overcast at 0130Z became broken cloudiness at 4500 feet then clearing by 0630Z. Visibility unrestricted. Surface winds were Westerly at 8 to 15 knots.

Conditions NAS Pax River, NE along coast to Quonset Point and 150 miles east of Pax River were VFR with ceilings 4000 to 5000 feet in spots. (See attached sheets for actual weather conditions 31/0130Z to 31/0630Z)

Conditions along the coastal sections of France, Portugal and Africa 31/0030Z to 31/0630Z were generally VFR. A low was centered near 56 degrees N -- 18 degrees W with front southeast to 100 miles west of Brest, France, then SW to 43 degrees N and 20 degrees W. Scattered Rain showers accompanied front near Brest, but remainder of Africa should have been VFR.

[redacted] (b) (6)

ENCLOSURE (27)

AIR TRANSPORT SQUADRON ONE
U.S. NAVAL AIR STATION
PATUXENT RIVER, MARYLAND

FGC/rjk

AAR Board document in the aircraft accident involving R7V-1 Bureau Number 128441 piloted by LT John G. LEONARD, (b) (6) USN, which occurred on or about 31 October 1954.

The following information was taken from the tape recording of the transmissions between the NAS tower and Navy 128441 on the 30th October 1954, and is certified to be a true transcript.

At 2127 the following clearance was delivered to Navy 128441.

"ATC clears Navy 8441 to the Lajes airport via direct Salisbury direct Shad, Great Circle route to Lajes, to cross Salisbury at 9000, maintain 9000. Contact Salisbury radio for further clearance. Read back please."

Navy 8441 repeated this clearance correctly.

The tower then advised 8441 of the following:

"Navy 8441 ATC advises Salisbury may give you a higher altitude crossing Salisbury."

Navy 8441 regered for this transmission.

At approximately 2136 the tower called Navy 8441 as follows:

"Navy 8441 I have an ammendment to your clearance, are you ready to copy?"

Navy 8441 regered.

"ATC clears 8441 to climb to and maintain one seven thousand one seven thousand.

The recorder did not pick up an answer from 8441.

The tower then transmitted: "Rober 8441 cleared for take-off, winds west 10"

8441 was stamped off the ground at 2139.

Upon take-off 8441 transmitted the following:

"Off your station at 40, Salisbury 55, climbing to seventeen thousand."

Certified to be a true copy.

(b) (6)

(b) (6) LCDR, USN

ENCLOSURE (30)

AIR TRANSPORT SQUADRON ONE
U.S. NAVAL AIR STATION
PATUXENT RIVER, MARYLAND

FGC/rjk

AAR Board document in the aircraft accident involving R7V-1 Bureau Number 128441 piloted by LT John G. LEONARD, (b) (6) USN, which occurred on or about 31 October 1954

Statement of (b) (6) concerning the release of 8441.

(b) (5)

(b) (6)

Certified to be a true copy.

(b) (6)

(b) (6) LCDR, USN

Enclosure (31)

Office Memorandum · UNITED STATES GOVERNMENT

(b) (5)

Op-574/ss
DATE: 25 Jan 1955

TO : Op-30
Via : Op-55

FROM : Op-57

SUBJECT: Report of Independent Investigation of Major Aircraft Accident involving R7V-1, BuNo 128441 on Oct 1954

Encl : (1) Three copies of subject report
(2) Copy of Op-53 memo Op534D/ps ser 20P53 of 13 Jan 1955
(3) Copy of ComAirLant ltr ser 14B/293 of 12 Jan 1955
(4) Copy of ComAirPac ltr ser 30/853 of 15 Jan 1955

1. Enclosure (1) is forwarded for information and action deemed appropriate on the recommendation contained in paragraph 3.b. therein. Enclosures (2), (3) and (4) also relate to this recommendation and are forwarded for information.

2. It is requested that this office be informed of any action taken as a result of the subject report with an information copy to Op-53, as requested in paragraph 4 of enclosure (2).

JOHN P. HERBERT, JR.
Captain, USN

Copy to:
Op-53